

STOCKS:-

Wire Gauge Mosquito Netting.
Optimus Stoves.
Motor Accessories.
Yacht Fittings.
Typewriters.
Tools and Emery Grinders.
Dry Batteries.

ALEX. BOSS & Co.,
Machinery Dept.

174

Hongkong Daily Press.

ESTABLISHED 1877.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

Bovril develops
big reserves of
strength

IT MUST BE BOVRIL

BRITISH TO
THE BACKBONE

17-3

No. 19,282.

號二十三第百二千八萬一第

日四十二月九年辰丙

HONGKONG, FRIDAY, OCTOBER 20th, 1916

五拜禮 號十二月十年五國民華中

Price, \$3 PER MONTH.

THE HOME MAILS

TO ARRIVE.

Oct. 23rd.—Europe (via Negapatam), per
s.s. ATLANTIQUE.

TO DEPART.

Oct. 20th.—Straits, Ceylon, Durban,
Johannesburg, Cape Town
and United Kingdom, at 10
a.m., per s.s. FUSHIMI MARU.

Oct. 20th.—Straits, Burma, Ceylon,
Adelaide, Western Australia,
India, Aden, Egypt and
Europe, at 11 a.m., per s.s.
NOVARA.

Oct. 24th.—Europe via Siberia, at 4 p.m.
per s.s. ATLANTIQUE.

Oct. 27th.—Europe via Siberia, at 9 a.m.
per s.s. KAMU MARU.

Oct. 31st.—Europe via Siberia, at 11 a.m.
per s.s. KAMAKURA MARU.

Oct. 31st.—Shanghai, North China,
Japan via Moji, Victoria,
Seattle, United States, Central
and South America and
United Kingdom via Canada,
at 11 a.m., per s.s. KAMAKURA
MARU.

Nov. 1st.—Europe via Siberia, at 4 p.m.
per s.s. EMPRESS OF RUSSIA.

S.S.—For further returns and for Mails to
and from the Coast, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 575 lbs. net.

In Bags 525 lbs. net.

SHEWAN, TOMES & Co.,
General Managers.

860

ALLSOPP'S

BRITISH

PILSENER

BEER.

BREWED AND BOTTLED

BY

S. ALLSOPP & SONS, LTD.,

BURTON-ON-TRENT.

SOLE AGENTS,

CALDBECK, MACGREGOR & Co.

115, QUEEN'S ROAD CENTRAL,

Telephone No. 75.

15

PEAK TRAMWAY COMPANY LIMITED

TIME-TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 " to 10.00 " " " 10 "

10.00 " to 11.00 " " " 15 "

11.30 " to 12.45 p.m. " " 15 "

12.45 p.m. to 1.15 " " " 10 "

1.15 " to 1.45 " " " 15 "

1.45 " to 2.15 " " " 10 "

2.15 " to 3.00 " " " 15 "

3.00 " to 3.10 " " " 10 "

NIGHT CARS as on Week Days.

6.50 p.m. and 8.00 p.m. 9.30 to 11.30 p.m.
Every Half Hour.

1.00 p.m. to 11.45 p.m. Every Quarter-Hour.
SUNDAYS.

7.30 a.m.
8.00 " to 10.30 a.m. Every 15 minutes.

10.30 " to 11.00 " " " 10 "

11.30 " to 12.00 noon " " 15 "

12.30 noon to 1.00 p.m. " " 10 "

1.00 p.m. to 6.00 " " " 15 "

6.00 " to 7.00 " " " 10 "

7.00 " to 8.10 " " " 15 "

MITSUBISHI DOCKYARD AND ENGINE WORKS.

1A, A.B.O. WESTERN UNION, ENGINEERING AND BATTERY CO. USED.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Condensers, Compressors, Steam Engines, Pumps, Boilers,
Piston's Steam Turbines and Turbo-Alternators, etc.

NAGASAKI

TELEGRAPHIC ADDRESS: "DOCK" NAGASAKI

GRAVING DOCKS AND PATENT SLIP.

Lengths on Keel Blocks: Dock No. 1. 510 feet 250 714 feet
Width of Entrance on bottom: 77 53 65
Water on Blocks at Spring Tide: 25 24 44
PATENT SLIP—Capable of lifting vessels up to 1,500 tons gross
The Salvage Steamer "OURA MARU" 710 tons and 18 knots.
Two Floating Cranes of 30 and 20 tons each, besides 150 tons Giant Crane.

KOBE DOCK

Lengths on Keel Blocks: No. 1 700 feet No. 2 1,000 feet
Width of Entrance on bottom: 100 100 100
Water on Blocks at Spring Tide: 10 10 10
PATENT SLIP—Capable of lifting vessels up to 1,500 tons gross
The Salvage Steamer "ARIMA MARU" Pumping capacity over 3,000 tons

SHIKOSHIMA (Near Shimizu).

TELEGRAPHIC ADDRESS: "DOCK" SHIKOSHIMA

Lengths on Keel Blocks: 335 feet 5 p.m.
Width of Entrance on bottom: 15 0 0
Depth of Water on Blocks at Spring Tide: 95 7 7
Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI, KOBE AND SHIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution
of work and to suit the convenience of customers.

Any Orders will be promptly attended to and Estimates sent on application.

174

KAIPING COAL

FOR ALL

INDUSTRIAL AND HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE

FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO

DODWELL & CO., LTD., QUEEN'S

BUILDINGS, HONGKONG, OR

KAILAN MINING ADMINISTRATION,

TIENSIN, NORTH CHINA.

36

SOUTH MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY
OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE
FAR EAST AND EUROPE IS STILL VIA THE
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRTEEN-WEEKLY EXPRESS TRAIN SERVICE has been
temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed
of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between
Dairen and Changchun in connection with the Trans-Siberian Railway. Trains and with
Dairen-Bellevue (Tientsin) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU"
and "KORE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.				SOUTH BOUND.			
Train No.	Departure	Arrival	Remarks	Train No.	Departure	Arrival	Remarks
1	7.00 a.m.	11.00 p.m.	Express	2	7.00 a.m.	11.00 p.m.	Express
3	10.00 a.m.	2.00 p.m.	Express	4	10.00 a.m.	2.00 p.m.	Express
5	1.00 p.m.	5.00 p.m.	Express	6	1.00 p.m.	5.00 p.m.	Express
7	4.00 p.m.	8.00 p.m.	Express	8	4.00 p.m.	8.00 p.m.	Express
9	7.00 p.m.	11.00 p.m.	Express	10	7.00 p.m.	11.00 p.m.	Express

* Return Train Time is 23 minutes faster than G.M.T. Time.
The above fares do not include the Express Train Berth Fee.
To the daily train leaving Dairen at 8 p.m. for Changchun and that leaving Changchun
at 11.30 a.m. for Dairen a Compartment Car has been attached on which First-Class
Passengers can secure sleeping accommodation on payment of Yen 1.
Port Arthur, Hankow, Shanghai, and Hongkong (the first sea-side port in North China),
all under the Company's Management.

TICKET AGENTS.—The Company's Railway and Steamer Tickets are obtainable
at all the Agencies of the INTERNATIONAL STEAMERS CO. & EXPRESS TRADING CO.,
Messrs. THOS. COOK & SON, the NORDDEUTSCHER LLOYD and the HANSEATIC RYDER LLOYD,
Shanghai; from whom all information, time-tables, pictorial guide-books, etc., can be obtained
free, or direct from the—

SOUTH MANCHURIA RAILWAY CO., DAIREN.

Tel. Add. "MANCHURIA."

Office: A.B.O. 25th St. A1, and Lieber's

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,
and also at Antung, Chiao-chow, Shanghai, Hongkong, Manila, Singapore, and Fuzhou.

MINING DEPARTMENT

SOUTH MANCHURIA RAILWAY CO., DAIREN.

37

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer
Return (available also for return
by day steamer) 11.00
Single Fare by Day Steamer 5.00
Return 9.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.

FRIDAY, 20th OCTOBER, 1916.

5 a.m. HONAN | 8 a.m. HONGKONG
10 p.m. KENSHAN | 5 p.m. TAIHAN

SATURDAY, 21st OCTOBER, 1916.

5 a.m. HONGKONG | 8 a.m. HONAN
10 p.m. HONAN | 5 p.m. KENSHAN

HONGKONG-MACAO LINE.

S.S. "TAISHAN," Tons 4,000. | S.S. "SUI TAL," Tons 1,681.

HONGKONG TO MACAO.

Weekdays at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 1916.

The Company's New Steamship

"TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return
from Macao at 3 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m.
and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

MACAO-CANTON LINE.

S.S. "SUI AN."

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINK.

S.S. "SAINAN," 566 tons and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 9 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct Steamers "LINTAN" and "SANTU." These vessels have superior Cabin
accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the State Pier.

123

APPLICATIONS FOR AGENCIES IN

CHINA AND JAPAN.

Should be sent to our Agent—

MR. T. JUDDIMAN JOHNSTON,

115, Mikurabi-cho, Aomori-ku, TOKYO, JAPAN.

SHACKELL, EDWARDS & CO., LTD.

MAKERS OF

PRINTING INKS

FOR OVER 120 YEARS.

RED LION PASSAGE, FLEET STREET, LONDON, E.C.

53

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS

"ECUADOR," "VENEZUELA" AND "COLOMBIA"

14,000 tons each.

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILING FROM HONGKONG:

S.S. "VENEZUELA" ...

S.S. "COLOMBIA" ...

These Steamers have the most modern equipment including ALL LOWER

BERTHS and large comfortable staterooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Tickets are interchangeable with the TOTO KURE KANRA and the CANADIAN PACIFIC

OCEAN SERVICES, Ltd.

For further information, rates, itineraries, etc., apply to—

COMPANY'S OFFICE in Alexandra Buildings, Charter Road

Telephone 141.

1036

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of Every Description

in Stock.

Developing, Printing and Enlarging

Carried on in Various Styles.

Telephone 1218

386

NEW CARTRIDGES.

By popular English Manufacturers.

In all Bore and Size.

SMOKELESS POWDER and CHILLED

SHOT. From No. 10 to 550 gr. at 25, 47 and

750 p.p.c. SPOUTING, REQUISITES

and ALL GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

1300

HOTELS

THE HONGKONG HOTEL

AND GRILL ROOM.

J. E. TAGGART,
Manager

KING EDWARD HOTEL

CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LADIES' MENS ALL STEAMERS

Telephone: No. 878.

Tel. Address: "VICTORIA."

J. WITCHELL,
Manager

28

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and

TOURIST HOTEL. Unrivalled for

Comfort Health and Convenience. Telephone

in every Room, prompt connection maintained

S. MOUTRIE & Co., Ltd.

PIANOS

TO
HIRE
FROM
\$10 Per MONTH.
TUNING AND REGULAR ATTENTION
INCLUSIVE.

WHY SHOULD ONE DRINK

No. 10
WHISKY?

BECAUSE
"ONE OUGHT."

DISTILLED BY JAS. WATSON & Co., Ltd.,

DUNDEE.

SOLE AGENTS IN SOUTH CHINA:

DONNELLY & WHYTE.

HONGKONG AND CANTON.

Telephone 536.

RHODINE

RHODINE means acetyl salicylic acid of the purest quality. It is the equivalent of the German Aspirin and is as efficient if not more so than this last product for the same therapeutic purposes. Each tablet contains 0.50 gramme of pure RHODINE. From 1 to 6 tablets a day may be taken, according to physicians' prescription.

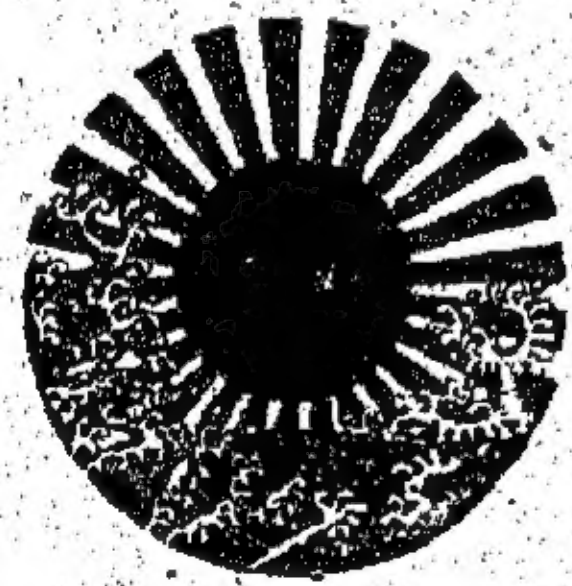
RHODINE is a special remedy for acute rheumatism. If taken in proper doses, it will often cure and always alleviate headache, neuralgia, stomache pain, etc., if those complaints find their origin in rheumatism.

It is very valuable in influenza, typhoid fever and in all kinds of infectious diseases attended by feverishness.

These tablets may be taken at any time, in a small quantity of water in which they will dissolve almost immediately. Alkaline water, Eau de Vichy or water containing bicarbonate of soda, for instance, should be avoided.

OBTAINABLE AT ALL CHEMISTS.

Grand Prize of Honour
Panama-Pacific International Exposition
SAN FRANCISCO, 1915



ASAHI-BEER
SOLD EVERYWHERE

THE NEW FRENCH REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
THERAPION No. 4
THERAPION No. 5
THERAPION No. 6
THERAPION No. 7
THERAPION No. 8
THERAPION No. 9
THERAPION No. 10
THERAPION No. 11
THERAPION No. 12
THERAPION No. 13
THERAPION No. 14
THERAPION No. 15
THERAPION No. 16
THERAPION No. 17
THERAPION No. 18
THERAPION No. 19
THERAPION No. 20
THERAPION No. 21
THERAPION No. 22
THERAPION No. 23
THERAPION No. 24
THERAPION No. 25
THERAPION No. 26
THERAPION No. 27
THERAPION No. 28
THERAPION No. 29
THERAPION No. 30
THERAPION No. 31
THERAPION No. 32
THERAPION No. 33
THERAPION No. 34
THERAPION No. 35
THERAPION No. 36
THERAPION No. 37
THERAPION No. 38
THERAPION No. 39
THERAPION No. 40
THERAPION No. 41
THERAPION No. 42
THERAPION No. 43
THERAPION No. 44
THERAPION No. 45
THERAPION No. 46
THERAPION No. 47
THERAPION No. 48
THERAPION No. 49
THERAPION No. 50
THERAPION No. 51
THERAPION No. 52
THERAPION No. 53
THERAPION No. 54
THERAPION No. 55
THERAPION No. 56
THERAPION No. 57
THERAPION No. 58
THERAPION No. 59
THERAPION No. 60
THERAPION No. 61
THERAPION No. 62
THERAPION No. 63
THERAPION No. 64
THERAPION No. 65
THERAPION No. 66
THERAPION No. 67
THERAPION No. 68
THERAPION No. 69
THERAPION No. 70
THERAPION No. 71
THERAPION No. 72
THERAPION No. 73
THERAPION No. 74
THERAPION No. 75
THERAPION No. 76
THERAPION No. 77
THERAPION No. 78
THERAPION No. 79
THERAPION No. 80
THERAPION No. 81
THERAPION No. 82
THERAPION No. 83
THERAPION No. 84
THERAPION No. 85
THERAPION No. 86
THERAPION No. 87
THERAPION No. 88
THERAPION No. 89
THERAPION No. 90
THERAPION No. 91
THERAPION No. 92
THERAPION No. 93
THERAPION No. 94
THERAPION No. 95
THERAPION No. 96
THERAPION No. 97
THERAPION No. 98
THERAPION No. 99
THERAPION No. 100

VISITORS TO CANTON
Should Purchase
"FROM HONGKONG TO CANTON
BY THE PEARL RIVER."
BY
CAPTAIN C. V. LLOYD.
With Illustrations, Maps and Plans.
PRICE \$1.75

On Sale at:
Hongkong: "Daily Press" Office.
Messrs. KELLY & WATSON, LTD.
Messrs. BREWER & CO.
Canton: Messrs. A. S. WATSON & Co. Office.

PEKING NOTES.

(FROM OUR OWN CORRESPONDENT.)

PEKING, October 11th.

Up till yesterday, when the President held a review of troops on the occasion of the fifth anniversary of the Revolution which led to the establishment of the Republic, there was a certain amount of anxiety, not to say fear, regarding "coming events," but happily the apprehensions which were entertained have proved groundless, and the outlook is, perhaps, clearer in consequence than it has been for some time.

The resolute attitude of the Government towards General Chang Hsun's assembly at Hsuehchow, and the apparent disciplining of the pig-tailed General, have created a good impression in Parliament and among the ardent supporters of the Republic cause, so that at the moment it may be truthfully said that the prospects of peaceful republicanism are as good as ever they have been. But how long this condition of things may obtain is, of course, another matter. Nobody can safely predict the course of events even within the next few weeks, for the very good reason that there is not one man who is cognisant of all the planning and plotting and intriguing which goes on perpetually in the capital and among leading men of the country.

However, the talk of an attempt upon the life of the President on the occasion of the Review at Nanyang in order to elevate Field-Marshal Tuan Chi-jui to the position of Chief Executive, and the threat of a consequent Revolution on the part of the South, has not been borne out by facts. Some such wild scheme may have been contemplated by some perfervid patriot, but it does not seem to have received any degree of support, or the precautions taken to check it may have indicated the value of prudence. At any rate, the President still lives, and in a day or two, if the unanimity in favour of the selection of Feng Kuo-cheng be as real as it is apparent, the Vice-President will be elected, and installed, no doubt, in due course.

The arguments in favour of this selection are very cogent. He is a very capable official, and though a Northerner has southern sympathies, as witnessed by his attitude towards the monarchy and his support of Li Yuan Hing. His enemies will approve of his nomination to the Vice-Presidency because it creates a vacancy in an important military post, which will, no doubt, be given to a member of the Peiyang faction. The appointment will thus please both parties.

Tang Shaoyi, the erstwhile Minister of Foreign Affairs who did not take up the portfolio, has at length left Tientsin, where he had journeyed for some weeks while pulling strings in Peking, a labour which came to naught. Lu Tseng-shiang is not to be renominated for the post, as seemed at one time likely, and a more acceptable man is believed to be found in Wang Ta-shieh, who, fearing that he may be rejected by Parliament, is not willing to consent, but who, nevertheless, is nominated by the Government. Doubtless Parliamentary approval will be forthcoming in his case.

The necessity for having the post substantively filled is all the greater in view of the Japanese insistence upon the resumption of negotiations concerning the Manchurian affair and the incidents arising out of it. Dr. Chen Chin-tao, who is Minister of Finance and acting Minister of Foreign Affairs, has no time to attend to the affairs of the latter Ministry, an explanation which had to be recognised by the Japanese Minister. Japan, however, is not in a mood to have the negotiations shelved indefinitely, and for this reason it is advisable that an early appointment should be made so that the Chinese case may be properly handled. It should be noted that the Chinese are by no means optimistic regarding the attitude of the new Japanese Government.

FINANCIAL.
The Consortium loan still hangs fire. No doubt the alarming rumours regarding threatened attempts on the life of the President and the talk about the fourth revolution have not contributed to a feeling of confidence in the Government, but, as I have already pointed out in this letter, these have been disproved, and the negotiations may be hastened accordingly. If the loan went through, it is obvious that the Government's difficulties would be considerably lessened, and the Government Banks would be enabled to resume specie payment against their notes, which would tend to rehabilitate credit and promote trade. One interesting feature of the situation has been the pressure brought to bear by Parliament upon the Ministry of Communications, resulting in the railways being compelled to accept notes of the Bank of China and of the Bank of Communications in payment of railway fares without any proportionate silver.

THE NATIONAL FETE.
Tuesday was the National Fete. It was the fifth anniversary of the revolution which overthrew the Manchu dynasty, and the revived republican fervour resulting from the defeat of the monarchical movement and the restoration of Parliamentary institutions was responsible for the fervour with which the anniversary was celebrated, at any rate in the capital.

The review of troops by the President at the Southern Hunting Park was the most picturesque event of the day. A few roads have been made from Yangtze (the southern gate in the Chinese city wall) to Nanyang, the location of the aviation school, and along this proceeded yesterday numerous motor cars, innumerable carriages and hosts of soldiers, conveying sightseers to the scene of the great military spectacle. The route from the Chienmen was heavily guarded, soldiers not only being placed on the road but in the balconies of two-storyed houses in the city itself, while beyond the confines of the city the new road was lined by soldiers, every sixth standing at the ready with his rifle, his back to the road. The growing crowds were cut down about fifty yards on either side of the roadway, and beyond this was posted another line of soldiers, so that all human precautions were taken to guard against the humber and the assassin.

As usual there was not the adherence to the time-table that would be expected in a western programme. Visitors to Nanyang had a dismal wait of two hours before the President arrived, but this was, perhaps, not altogether unexpected. Fairly good arrangements were made for the comfort and convenience of guests. Most of the Foreign Legations were represented by their military delegations, and the attendance of foreigners and Chinese was very large indeed.

The President arrived in a motor car at about 11.45, and soon afterwards the troops marched past. There were six regiments of infantry, one battalion of infantry, one machine-gun detachment, and three wings of cavalry. All of them looked smart and business-like, and they paraded round the park they created a very favourable impression indeed. Even the despised goose-step was well done. Added interest was given to the proceedings by the ascent of three aeroplanes, which afterwards flew over Peking and returned to Nanyang.

Simplicity characterised the event. There was no pomp or glitter, and it was easier to get nearer to Li Yuan Hing than it was to approach Yuan Shih-kai on such an occasion. Ambitious European snap-shotists had no difficulty in gratifying their wishes, and many souvenirs of the President and the occasion should be on the way home by the time this appears in print.

Peking was very much befogged during the day, and at night every Government building and most pavilions were illuminated, the schemes being most effective in every instance. Crowds gathered round the Chienmen, the front of the President's office, the Central Park and other prominent places at night to admire the beauties achieved by electric bulbs and coloured lanterns. No disturbance occurred, and the anniversary ought to be regarded as a happy omen.

PERSONAL.

Sir John Jordan, the British Minister, who was expected to leave for home shortly after the arrival of his successor, Mr. Alston last August, is presumably not leaving yet awhile.

Mrs. Mackay (the wife of the First Councillor who went home last month) leaves here on Sunday for Europe.

Mr. E. Jamieson, the British vice-consul, is expected to proceed homewards next month.

Mr. Guthrie, the American Ambassador to Tokyo, is here on a visit and was received by the President yesterday, being introduced by Mr. Reimsch, the U.S.A. Minister to China.

Mr. Obata, Councillor of the Japanese Legation here, who has been appointed chief of the Political department of the Foreign Office in Tokyo, leaves tomorrow for Japan. He is succeeded by Mr. Yoshizawa, of the Foreign Office, formerly Consul-General in Hankow, and at one time in London.

AN IMPORTANT AGREEMENT.

Important agreements have just been signed between the Chinese Government and the American firm of contractors, Messrs. Seng Carey, whereby the latter secure the right to construct over 2,000 miles of railway in the provinces of Shansi, Kansu, Hunan, Kwangsi, and Chekiang. The published statement announces that "it is understood that certain lines have been specified and the firm has the option of constructing the remaining mileage in regions to be agreed upon hereafter. It is claimed that the lines will not conflict with existing interests."

The latter statement is hardly in accord with facts. Already I am told, the Russians and the Japanese have protested against the agreement, and if the document be examined it will be found that it conflicts with British interests also. It is possible that there is something more in the Agreement than meets the eye, and the protests already lodged may be part of the game.

AN OPEN-AIR FETE.

Most of the British community, with allied and neutral friends, patronised this afternoon the very interesting open-air fete and dollar sale held by Mrs. E. B. Donaldson, in her garden, in aid of Sir Arthur Pearson's Blinded Soldiers and Sailors Hospital and Fund for War Babies. The arrangements of the day, and the cheerful and admirable, and visitors who loaned their purse-strings no doubt left laden with objects d'art and person, as would testify their home and person, and with the gratifying sense of assisting the sadly afflicted of this great world struggle.

VOLUNTEER CAMP.

Peking and British Volunteers assembled for a long week-end camp at Huang-tsun and spent some five days under strict military discipline, undergoing fairly strenuous work and making them

COTTON YARN MARKET.

Messrs. Polishwalla & Kotwall, cotton and yarn brokers, of Hongkong, in their report dated October 10th, state:—

After a prolonged spell of weariness, inaction and dullness, running into several months, our market has at last put on a busy and bullish look, and it is cheering to be able to report a substantial improvement both in demand and prices. The bold outstanding feature of the fortnight has been the remarkably brisk character of clearances, which is, no doubt, a happy augury of the market. This has reduced the bargained stocks to a negligible quantity, emboldening dealers to venture purchases on an unserved scale.

The demand has emanated from all quarters, resulting in business to the tune of 12,000 bales. No. 10s have, as usual, been liberally patronised. No. 12s have also come in for a fair share of business; the higher counts have not been keenly sought for. Owing to increased consumptive demand, the rates of No. 10s have rushed up rapidly and now rank with the rulings of No. 12s spinnings.

The market closes strong and active and, having regard to the cotton outlook and the position of spinners, who are reported to be fully engaged far forward, a maintenance of the present high rates is confidently looked forward to.

Total sales during the fortnight, 12,000 bales. Sold and unsold stocks in godowns, 37,000 bales.

ARRIVALS.—The mail str. Nore from Bombay has brought in 4,500 bales for Hongkong and 9,300 bales for Shanghai. Shipments from Hongkong to Shanghai and coast ports, 1,500 bales.

SHANGHAI reports an equally firm and active market, the fortnightly sales being advised as 9,000 bales.

JAPANESE YARN.—About 2,000 bales are reported sold at an advance of \$3 to \$5. Transactions include:—1,200 bales yellow joss No. 20 at \$144 to \$149; 500 bales Nagasaki No. 20 at \$154 to \$169; 200 bales 3 horses No. 10 at \$140 to \$144.

RAW COTTON.—After a long interval, about 250 bales Indian Cotton have come to the books at \$30 per picul. In Chinese Cotton, about 300 small bales are reported sold at \$55. Quotations: Bengal at \$25 to \$30; Chinese at \$29 to \$35.

FAR EASTERN MEN AND THE WAR.

Captain A. Shipwright, formerly of the Blue Funnel Wharf, and Scoutmaster of the Shanghai Boy Scouts, after three months fighting in France, was given a commission in the A.S.C., and within five months was promoted captain. He was once mentioned in General French's dispatches. Since then he has served in Egypt and is now in Salonika.

ELECTRIC ORGAN BLOWER AT THE UNION CHURCH.

A new electric organ-blower, believed to be the first of its kind in the Far East, has just been installed at the Union Church, Hongkong. The blower is a two-stage fan manufactured by Messrs. Watkins & Watson, of London, specially for organ blowing, and is driven by a 2 h.p. Century motor; the supply of wind is automatically controlled by a very ingenious roller valve attached to the reservoir that keeps the pressure uniform. The work put in all organs in a climate such as this is the feeders, the leather of which perishes about every 4 or 5 years, and this is now obviated by the fan which supplies the air direct to the reservoir, thus rendering the feeders unnecessary.

The installation includes the provision of a specially designed structure for the housing of the blower, particular care having been taken by the erection of double walls at the air inlet to prevent the noise of the motor from reaching the Church. The building is detached and is placed at the eastern end of the compound, and the air from it is conveyed by means of stone-ware pipes direct to the organ chamber. The arrangements for taking the air from the blower to the bellows have also been specially designed. The motor is controlled by means of a solenoid starting switch, placed in the motor-house and actuated by a small push button at the keyboards of the organ.

The Church is indebted to Mr. A. E. Wright, of the P.W.D., for planning and supervising the erection of the house; to the Electric Company, and to Mr. P. Spiers, of that company, for specifying the motor and superintending the installation of the electrical part of the equipment. To Mr. E. J. Chapman, the organist, who has designed the whole of the arrangements; and finally, to Major D. Macdonald, by whose generosity the improvement has been made possible, and for his generous gift of the blower, motor, and starting switch.

The new blower is part of the scheme for the new organ, which is expected to reach the Colony at the end of the year.

A vaudeville meeting was held at the Holborn Restaurant on September 5th to bid "God-speed" to a number of missionaries about to leave for China under the auspices of the China Inland Mission. The Rev. J. Stuart Holden, D.D. (Home Director), presided, and among the speakers were the Rev. W. H. Warren and Mr. E. G. Walker (returning missionaries), and Mr. D. E. Hoste, General Director of the Mission.

several more efficient. About sixty mustered in all, 28 being from Peking. They had held manoeuvres (in which Tientsin scored), trench digging, signalling, machine-gun practice, knotting and splicing, etc., and extended their acquaintance with actual military operations. The guard mounting was very effective, and at the end earned the praise of the Scottish instructor, who is not too easy to please. I may add that two former members of the staff of the Hongkong Daily Press met under canvas on this occasion.

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth, in their weekly share report, dated October 10th, 1916, states:—

Since our last report of 13th October, our local market has shown a good deal of animation and a good business has been done in most of the speculative stocks, with China Sugars as the chief feature of interest, and, as a result of large buying orders, the price stands at \$127½ cash buyers, as against \$113 a few days ago. Investment stocks have been well maintained and a fair business has been done. Shanghai market has been good and a further considerable rise in Cotton Stocks has been established. Singapore market keeps firm with some difficulty in obtaining several of the most fancied Rubber shares. The following are the latest wired quotations for Rubber shares:—

Alor Gajahs	3.85
Ayer Panas	12.30
Glencorals	2.15
Kedahs	3.50
Kempas	6.65
Malaka Fintas	2.30
Malakoffs	4.85
New Serendubs	4.25
Sandeyoroffs	4.50
Tapias	22.00

Plantation Rubber is quoted in London 2s. 5d. per lb. Sterling T.T. is quoted at 9/3½ and Bar Silver 32s. 10. Shanghai T.T. is 70½ and Singapore T.T. is 92½. The Bank's buying rate for 3 days' bills on Shanghai is 71½.

BANKS.—Hongkong and Shanghai are slightly lower, with small sales at \$770 and \$765, and at the latter price there are probable buyers.

MARKET INSURANCES.—This has been a firm market, with a good business done in Unions at \$92½, at which they are still wanted. Cantons are in request at \$400 and Yangtzes have been done at \$252½ with exchange 7½. North Chinas have a nominal quotation of Tls. 155.

FIRE INSURANCES are unchanged, with buyers of Hongkong Fires at \$387 and China Fires at \$164.

SHIPPING.—A fairly good business has been done. Douglases have somewhat improved, with sales as high as \$124 for the October settlement. They close with cash buyers at \$127. Indo-China has forced a change on the week. Sales have been made at \$134 and \$133½ and there are now buyers at \$133. Steamboats have been done at \$92½ and are wanted at this figure. Star Ferries are unaltered, with buyers at \$38.

OILS.—No business is reported and prices are unchanged. Shells are wanted at 11/8 and Langkats at Tls. 25. Ural Caspians are 34/0 nominal.

REFINERIES.—China Sugars have been the medium of a very large business and price has risen rapidly under the stimulus of large buying orders and a scarcity of cash shares. The market closes very firm with cash buyers at \$127½. Malabars, after hanging fire for a few days, show a moderate advance and are wanted at \$35 cash.

MINING.—Nothing has been done and prices remain unaltered and nominal.

DOCKS, WHARVES, AND GODOWNS.—A fair business has been passing in this market. Hongkong and Whampoa Docks have been done at \$133½ and \$133 and close with cash buyers at \$132½. Kowloon Wharves have improved to a buying rate of \$85, after sales at \$84. Shanghai Docks show little change at Tls. 86 buyers.

LANDS, HOTELS, AND BUILDINGS.—Market has been quiet, mainly owing to the scarcity of shares for sale. Hongkong Lands and Central Estates are both wanted at \$101. Humphreys are better with buyers at \$7. Hotels and Kowloon Lands are unchanged and nominal. West Points are on offer at \$87.

COTTON MILLS.—A strong demand both locally and from the North has further lifted prices and there are buyers of Ewos at Tls. 102½, of Shanghais at Tls. 113½. Kung Yiks have improved to Tls. 16 and Yangtzepons to Tls. 6.

MISCELLANEOUS.—Cement, after a period of slackness, have improved and close with buyers at \$10.30. China Providents have been done at \$9½ and China Lights at \$12 and there are further buyers. Electrics are wanted at \$64½. Trams have improved to \$7.30 buyers and Peak Trams to \$10 buyers. Ropes have been placed at \$35 and \$35½ and close with a nominal quotation of \$35. Watsons are in request at \$7. Dairy Farms are on offer at \$40. China Boraces remain nominal at \$6½.

MEMO.—Next settlement day, 27th Oct. Quotations are as follows:—

VOLUNTEERS AND TRANSPORT EXPENSES.

The Singapore Free Press ventilates a grievance of many Volunteers in the Southern Settlement on the question of individual transport. It argues on behalf of those who live or work a long distance from the drill ground, rifle range, or manoeuvres rendezvous, and who are in receipt of small salaries, that the principle of making them pay for their transport—which usually takes the form of a rickshaw—is "at bottom" radically unjust. In Penang B. & C. Companies get free transport and it is understood that all volunteers who care to ask for their transport expenses, are able to obtain them.

HONGKONG POLICE RESERVE.

Saturday, October 21st.—Defaulters Drill, Central Station, 4.30 p.m., under Staff-Inspector McKewen.

Saturday, October 21st.—Hongkong Police Reserve, 4.30 p.m., at New Ground, Happy Valley. Kick-off, 4.30 p.m.

MUSKETRY INSTRUCTIONS. In future the Musketry Classes will be held at Headquarters Club. (Sgd.) J. W. FRANKS, A. E. F. (R.)

"OUR DAY."**A BRILLIANT SUCCESS.****A ROSE BEDECKED POPULACE.****ENGLISH FAIR IN MURRAY PARADE GROUND.****ILLUMINATED FETE IN THE BOTANICAL GARDENS.**

In consequence of its "immense success" the fair which was held on the Murray Parade ground yesterday is to be continued on Saturday afternoon. The verdict "an immense success" might be applied to the celebration of "Our Day" as a whole. The Colony rose wholeheartedly to the occasion and the financial results which it is believed, have surpassed all expectations, will demonstrate what can be accomplished when the services of hundreds of willing workers are enlisted and their energies allowed full scope under a properly organised and well planned scheme of festivities.

The banks and business houses did not close until one o'clock, but practically the whole day was a holiday. Every resident in the Colony knew that he would be called upon at least once, and perhaps a dozen times, "to do his duty" which, on this particular occasion, was to purchase a rose, and accordingly all were prepared. Judging by the number of blooms which some well-known business men were wearing, in their button-holes and in their hats, such preparation must have been made on a generous scale. It is known that high prices were offered for the flowers in many instances, and, of course, there were scores of ready "takers," but it is impossible to announce yet either the record price realised by a single rose or the total amount obtained as the result of the day's sales.

The rose-sellers were early astir, but it would have been an advantage had they even been half an hour earlier in some of the central parts of the town. At 8.30 a.m., at least one ardent supporter of the Red Cross movement was becoming anxious about his button hole. He went through several streets but could not catch sight of a rose until his arrival at the Hongkong Hotel, where he found one of Lady May's assistants wisely fortifying herself against the laborious time to come by partaking of a good breakfast, whilst the basket of roses was deposited in the hall. Half an hour later there was no need to "search" for the rose-sellers in any locality and the organisers of the movement are to be congratulated upon the comprehensiveness of their scheme of districts and the thoroughness with which the work of producing a rose-bedecked populace was carried through. To Lady May belongs the chief credit for the brilliant success achieved. The Rose Fund was peculiarly her own. She entered wholeheartedly into the vast amount of preliminary detail work involved and her unwearied activity was an example and a tonic to those who were co-operating with her. The Colony owes a debt of gratitude to the ladies for the special part they took in raising funds for the Red Cross Society.

MURRAY PARADE GROUND.

Soon after 2 o'clock crowds began to move towards the Murray Parade Ground, the site of the "Great English Fair," which was to be opened at three by H. E. the Governor. Those standing at the receipt of custom had an exceedingly busy time, and hundreds of people had lined up both inside and outside of the ground when the Governor and Lady May came upon the scene. The crowd outside was kept in order by a cordon of Special Police Reserve under the command of Capt. Franks, D. S. P. (R.) who kept the roadway clear for the Governor's motor car. His Excellency, who was escorted by twelve troopers of the Mounted Police Reserve under the command of Capt. T. F. Hough, A. S. P. R. (T. P.), and Inspector G. W. Gegg, was received by the Hon. Mr. E. R. Hallifax, the hon. secretary of the Executive Committee of "Our Day" celebration. Immediately the Governor reached the foot of the steps the band of the 18th Infantry struck up the National Anthem, and His Excellency and Lady May then proceeded inside the enclosure.

AMBULANCE COMPETITIONS. SUCCESS OF POLICE RESERVE.

As soon as His Excellency and Lady May had entered the ground, they were welcomed by a party of Girl Guides daintily attired as shepherdesses, and Lady May was presented with a beautiful bouquet by little Miss A. Hallifax. Lady May inspected the guides and then His Excellency made a tour of the ground, after which he inspected the three ambulance sections which were to take part in the ambulance competitions. These sections were put through several movements, and then proceeded with their competitions, for a shield, the competitions being witnessed by a large crowd.

The result of the competitions, which were judged by Surgeon General Draper and Col. Crisp, were as follows:—Police Reserve, 305 marks out of a possible 400; Saiyungpun School, 298; Y.M.C.A., 290. The Police Reserve, it is interesting to note, also won the swimming shield of the St. John Ambulance on Saturday last.

The shield was presented to the winners by H.E. the Governor, who, in the course of a brief speech, said the competitions which had taken place had been of a most interesting character, and all three sections had done very well indeed. The Y.M.C.A. led the way in first aid in the field, while the Saiyungpun School were best at drill. But the honour of carrying off the shield belonged to the Police Reserve—(applause)—who had totalled the largest number of aggregate marks, and he had great pleasure in handing the shield to them. As an old policeman, he might be excused if he congratulated the Police Reserve upon carrying off the trophy. Upon another occasion he would be generous enough to hope—and he knew the Police Reserve would be generous enough to hope—that the Police would be in the second place in the competitions. He would also like to mention that the shield was called the "Ralph Shield," in recognition of the very valuable services rendered to the St. John Ambulance Brigade by Mr. Ralphs, to whom they owed, to a very large extent, the presentation of the first trophy, and he knew they would agree with him when he said that it was to a great extent due to Mr. Ralphs' energy that the present efficiency of the Brigade had been attained. (Applause.) In conclusion, His Excellency also thanked the judges for their services.

"ALL THE FUN OF THE FAIR."

It is customary to be slightly mendacious in preliminary announcements of functions organised for "sweet charity's sake," but the Committee entrusted with the "English Fair" in the Murray Parade ground need have no qualms of conscience on that score. It was all they described it—and more, and the visitors to the function—and they were legion, we are glad to say—must have felt satisfied that not only had they helped a splendid cause, but that they had received good value for their money.

The parade ground had been transformed, and it was difficult to believe that it was the bare, sandy, featureless drill ground that held such a collection of interesting and entertaining things. It was a kaleidoscopic mass of moving colour, and the varied and bright costumes of the natives present, mingling with the less conspicuous garb of the Europeans, and the uniforms of the Police Reserve and the military, made up an animated picture to which it is difficult to do justice.

Besides beauty, however, there was interest and entertainment in the shape of shows, and these were of a nature and variety to suit all tastes. They served, moreover, to illustrate the wealth of originality, ingenuity, and resource that is lying dormant in Hongkong and only requires stimulus and opportunity to manifest itself.

To begin with the Theatre. We had here the choice of two classes of entertainment, wide as the poles apart, one comprising a dramatic sketch of the Wild West, entitled "A Night at Flynn's Cabooch," (given by the Lyceum Concert Party), and a pierrot entertainment by a company of ladies and gentlemen self-designated "The Swanks." Both entertainments were highly creditable to amateur performers, especially that of the "Swanks," who were—Mrs. Riddle, Miss Hastings, Miss Denison, Miss Lamert, Miss A. Gordon, Miss M. Gordon, Mrs. Davison, Mrs. Arthur, and Messrs.

C. H. P. Hay, H. E. Muriel, A. C. Leith, J. H. Ramsay, R. E. Brand, G. O. Archbutt, E. E. Abney and A. C. Davison. Good "houses" were the rule.

The Lucky Dip Well did a thriving business, and the youngsters who risked their ten cents pieces on a dip seemed to be satisfied, in the majority of cases, with what the bucket brought them.

Closely adjoining there was a bear and pole. The bear, a very young specimen of the *Ursus species*, occasionally behaved in a manner that suggested that he was capable of doing mischief if roused.

The "Everything Stall," which describes itself, was on the other flank of the dip well, and contained an immense variety of articles of every description at moderate prices. It was very busy throughout the afternoon.

The "Penalty Kick" was a tent of mystery to the visitor till he had disgorged 10 cents, and then he found himself asked to kick a football through a hole in the head of a canvas man. There were prizes for the successful kickers, but we do not think many of these would be claimed; the task was a bit too difficult.

A Camera Obscura next door did a quiet business, and for ten cents, the visitor got a moving bird's eye view of the ground and its shows and visitors.

The Golf Driving Competition was an ingenious contrivance, by which the distance of each competitor's drive was registered by a machine. The contrivance was well patronised and some good strokes were registered, a silver cup being offered for the three longest consecutive drives.

The Cocoa-Nut Shies attracted a large amount of patronage. They were under the direction of two gentlemen who were so excellently got up as costers out on bank holiday that it was difficult to believe they were not the real thing.

There was a dancing enclosure, with a splendid floor, but it was not very largely utilised for the purpose for which it was intended. The poster bearing the adjuration "Don't be shy" displayed at the door of the Cocoa-Nut shy tent might with advantage have been shown here. However, it made an admirable place for the ambulance competition tests.

The Jungle Shooting Range was in a continuous state of congestion. It seemed to be the height of the ambition of every marksman to "draw a bead" on the Pink tiger, and that famous animal's effigy received many a severe knock. It came up smiling every time. The range was exceedingly well got up, the credit for this being largely due to Mr. Keiser, of the Public Works department.

The inevitable "Aunt Sally" was represented, and proved as popular as ever. Everyone who proved successful in knocking her over got an iron cross—a jibe at the Hun which is more subtle than it seems.

In the centre of the ground the girl pupils of the Garrison School went through the intricacies of the Maypole dance with a neatness and accuracy that bespoke careful training. It was a pretty sight, and not the least interesting item in "the fun of the fair."

Strolling through the throng one encountered donkeys with delighted children on their backs, accompanied by apprehensive amahs. A coster with his "Donah," selling flowers from a wheelbarrow was another sight that created interest and a lot of admiration for the splendid "get-up."

There was a strength testing machine, a man in a tub, and innumerable sellers of sweets and other goods, not to forget the billy-goat mascot of the R.C.A., which was in full war rig-out and accompanied by two strange-looking attendants.

Music was excellently discoursed by the bands of the 18th Infantry and the 74th Punjabis.

The fair was brought to a conclusion by a bonfire and a torchlight dance by Indian soldiers. It was a weird and fascinating finale to a very successful function. Altogether the Working Committee had every reason to be proud of the splendid result of their efforts.

OVER-WORKED OFFICIALS.

Everyone in the fair ground seemed fully prepared to spend in charity's cause; but owing to the fact that there were too few officials there were many who were not able to spend their money at the test stall. Tea would be ordered, and when one had finished there was no-one near to take the money; and the "boys" employed at the stall absolutely refused to be worried with financial problems. This will no doubt be remedied on Saturday.

day, when in response to a general demand the fair will be continued. Saturday is the anniversary of the battle of Trafalgar. On this day the ground will be open from 4.30 p.m. to 11.30 p.m., the price for admission will be 50 cents. Soldiers and Sailors in uniform will be admitted free.

It may be mentioned that on Saturday many beautiful silk roses, which have been specially made for Lady May, will be put up for auction; and the officials are wondering who will reach the \$1,000 mark.

CONCERT IN THE BOTANICAL GARDENS.

The day's proceedings were brought to a close with a concert in the Botanical Gardens, and the success which attended this last item of a crowded day was a fitting termination. Every seat in the enclosure was occupied, and hundreds of people filled the terraces. The gardens were brilliantly illuminated, streamers of large red lanterns being suspended from tree to tree, while coloured lights had been deftly hidden among the foliage. Among those present in the large audience were H.E. the Governor and Lady May, and Miss May.

The first part of the programme was of a miscellaneous and highly enjoyable nature, and the second portion was devoted to the irresistible "Swanks." Each item was very well received and encores were numerous. All the contributors did well, and each was most enthusiastically applauded. The first part of the programme was as follows:—

Selections from Mignon, (Thomas), Orchestra of Police Reserve Band; Song, "Songs of Rumania," (Herman Lohr), Mr. Findlay Smith; Song, "Good-bye," (Tosti), Miss Camille Castro; Violin Solo, "Serenade," (Della), Miss Peggy Gordon; Song, "For you alone," (H. E. Gehl), Mr. Botelho; Song, "Song of the Bow," (F. Aylward), Mr. A. J. England.

"The Swanks" programme, which produced frequent and deserved applause, was as follows:—Opening chorus, "The Swank's Swank"; Two Little Irish Songs, Mr. Abney; "Buy my Strawberry," Miss Gordon; "Fairings," Mr. Leith; Mrs. Aitken, Mrs. Arthur, Miss Lamert; Miss Gordon and Miss Denison; "Love's Garden," Mrs. Riddle; "Hyde Park Girl," Mrs. Davison; "London," Mr. Muriel; "They will never believe me," Miss Hastings and Mr. Leith; "Sells cough drops," Mr. Hay; "Michagean," Mrs. Riddle; "A perfect day," Mr. Jones; "If you were the only girl," Mrs. Riddle and Mr. Muriel; "Winding up Chorus," The Swanks; "Selections from La Traviata," (Verdi); Orchestra of Police Reserve Band.

LADY MAY'S "OUR DAY" ROSE FUND.

Capt. Lewington	5.00
Apou	5.00
Mr. Ho Ngok Lau	5.00
Miss Pitts	5.00
Anon.	1.50
Mr. T. Tolan	15.00
Mr. Irving	20.00
Mr. G. Hastings	25.00
Y. Sano	25.00
Mr. Lloyd	25.00
Mr. and Mrs. S. A. Bux	50.00
Mr. Bux's sons	10.00
Rev. T. Robinson	50.00
Mr. G. Grimble	50.00
Mr. and Mrs. Silva Netto	50.00

Through Mr. P. H. Cobb:—

Mr. E. F. Lyle	75
Mr. P. H. Cobb	45
Mr. J. A. Murphy	30
Mr. P. de Rautenfeld	30
Mr. O. Hughes	20
Mr. W. Anderson	20
Mr. D. B. Leatt	20
Mr. G. Ward	20
Mr. M. Friedmann	15
Mr. and Mrs. Broadfoot	10
Miss Langrill	10
Mr. A. Campbell	10
Mr. E. Carrington	10
Mr. A. C. Bieserfeld	10
"Only a Jew"	10
Mrs. H. E. Olsen	5
Mr. A. H. Craig	5
Mr. H. Scrimshaw	5
Mr. E. A. C. Friederichsen	5
Mr. D. A. Carlos	5
Mr. M. J. Banastre	5
Mr. J. Chipperfield	5
Mr. A. Komaroff	5
Mrs. Reid	5
Mr. C. E. Meyer	5
Mrs. and Dr. MacDonald	5

Noordin	300.00
Rev. Mother Superior, French	10.00
Convent	20.00
Mrs. Jordan	25.00
Mr. F. Reichman	25.00
Mr. and Mrs. Talati	30.00
Anonymous	40.00
Anonymous	100.00
Previously acknowledged	5,153.50
Total	\$6,113.50

INTIMATIONS**LANE, CRAWFORD & Co.****NEW AUTUMN GOODS****JUST RECEIVED
NEW STOCKS
OF "WALK-OVER"
BOOTS & SHOES.**

No matter what you wish them for, whether for a day's tramp, an afternoon of Sport, an evening of Society, or for Business, there is an appropriate and reliable Walk-Over Shoe for that particular occasion.

PATENT, VICI KID, RUSSIA CALF, ETC.
BEST QUALITY \$13.50 PER PAIR.

**NEW SHAPES IN
LADIES'
BOOTS & SHOES
\$8.50 TO \$13.50**

WE CAN SHOW YOU

THE LARGEST SELECTION IN THE COLONY.

LANE, CRAWFORD & CO.**DRINK
"BULL DOG" LAGER BEER.
SUPERIOR TO ANY GERMAN LAGER BEER EVER BREWED.
BRITISH THROUGHOUT.**

Brewed in Great Britain.

OBTAINABLE AT:—

Wing On Co., Ltd.

Sincere Co., Ltd.

Sun Co., Ltd.

Cheong Tai.

Nam Hing Loong.

Ty Sing.

Sang Tai.

Kwan Tye.

LANE, CRAWFORD & Co.

Stocked by

The Hongkong Hotel.

Bottled by British Labour.

TRICES DUTY PAID.

QUARTS—\$20.00 per case

of 4 dozen.

or \$5.10 per dozen.

PINTS—\$26.50 per case

of 6 dozen.

or \$3.40 per dozen.

Admitted to be the Best

Lager-Beer brewed.

FRESH STOCKS JUST ARRIVED.

(1204-2)

Wm. Powell Ltd

TELEPHONE 348

**THE HOUSE FOR
LADIES' FOOTWEAR.**

UP-TO-DATE STOCK AND FINEST STYLES

IN

BOOTS AND SHOES

NOW ON SHOW.

(1077)

NEW ADVERTISEMENTS

ASSOCIAÇÃO PORTUGUESA DE SOCCORROS MUTUOS.

O Directores desta Associação, tem o prazer de convidar os socios, e membros da comunidade Portuguesa desta Colonia e suas Exmas. Famílias para um "At Home" no Club Lusitano na tarde do 21.º anniversario da sua fundação.

O SECRETARIO.
F. P. DE VASCONCELOS SOARES.
Hongkong, 18 de Outubro de 1915. [1980]

FRANK WATERHOUSE & CO., INC.

NOTICE TO CONSIGNEES

From SEATTLE, KORE & MOIL.

THE Steamship

"TENSHO MARU,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where, in order from the wharves delivery may be obtained.

Goods not cleared by the 28th Oct., at 5 P.M., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 28th Oct., at 9.30 A.M. Claims against the Steamship must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.

Agents.
Hongkong, 19th October, 1915. [1291]

ULDERUP & SCHLUTER.

IN LIQUIDATION.

CREDITORS are required to send in their claims to the Underigned on or before TUESDAY, the 21st October, 1915.

Dated the 27th September, 1915.
W. G. HUMPHREYS & CO.,
No. 16, Queen's Road Central,
Liquidators. [1188]

CHINA EXPORT-IMPORT AND BANK COMPAGNIE

NOTICE IS HEREBY GIVEN that any

Persons or Firms having Claims against the Hongkong Branch of the CHINA EXPORT-IMPORT & BANK COMPAGNIE

are required to file same with the Liquidators on or before 31st October, 1915, after which date no claim will be recognized.

BRADLEY & CO., LTD.,
Liquidators. [1208]

5% FRENCH GOVERNMENT LOAN 1915.

Price of issue Frs. 87.50.

SUBSCRIPTION LISTS will be OPEN on the 5th October, and Close on the 28th of the same month.

The Bonds are issued in France, in multiples of Frs. 100.00 and upwards.

Bills and bonds of the "National Defense" bought before the 1st October, 1915, are accepted in payment.

Applications will be received by the Hongkong Branch of the Banque de l'Indo-Chine from date.

Hongkong, 20th September, 1915. [1198]

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE FIFTEENTH ORDINARY

ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, the 21st day of October, 1915, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st July, 1915, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to 21st of October, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers. [1238]

Hongkong, 5th October, 1915.

NOTICE

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

JUST RECEIVED

FRESH Supply of FLOWER and VEGETABLE SEEDS.

GRACA & CO.

No. 4, WYNDHAM STREET.

[1215]

ON SALE

HONGKONG HANSAID REVENUE

LEGISLATIVE COUNCIL for the Session, 1915.

Revised by THE MEMBERS.

PRICE \$5

DAILY PRESS OFFICE

HOUSES TO LET

TO LET—AT THE PEAK

8-ROOMED FURNISHED HOUSE, for 6 or 6 months.

Apply to—
LINSTEAD & DAVIS. [1272]

TO LET—FURNISHED.

From 1st November.

2, REDHILL, No. 121, THE PEAK, 5 ROOMS.

Apply to—
"J. W. C. B."
Care of GIBB, LIVINGSTON & Co. [1273]

TO LET—AT THE PEAK.

FURNISHED, 3, Stewart Terrace.

Apply to—
H. E. POLLOCK,
Pitts' Buildings. [1219]

TO LET.

A HOUSE at Observatory Villa, Kowloon, With Tennis Court.

Apply to—
ARRATTON V. APCAR & Co.,
14, Des Vaux Road Central. [1215]

TO LET.

A SMALL OFFICE in Alexandra Buildings. Cheap rental.

Apply to—
Care of "Daily Press" Office. [1117]

TO LET.

NOS. 9 and 10, MOUNTAIN VIEW PEAK.

GODOWN, No. 111, Praya East, Storage 900 tons.

Apply to—
M. J. D. STEPHENS,
18, Bank Buildings. [1087]

TO LET.

From 1st November next.

FILATS in "EWO MESS," No. 8, THE PEAK.

Apply, Property Office, JARDINE, MATHESON & Co., Ltd. [1085]

TO LET.

GODOWN in Duddell Street. Light and airy Offices overlooking Statue Square. Moderate rent.

For rent and other particulars apply to—
Care of "Daily Press" Office. [940]

TO LET.

From 1st May.

OFFICES, 2nd Floor, St. George's Building.

Apply to—
SHEWAN, TOMES & Co. [618]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.

Apply to—
CHINA FIRE INSURANCE Co., Ltd. [632]

TO LET.

No. 4, DES VEAUX ROAD CENTRAL, THE COMMODOUS DWELLING HOUSE, with Office, Servants' Quarters, etc.

No. 14, BRANKESTON, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate.

Apply to—
DAVID SASSOON & Co., Ltd. [415]

TO LET.

OFFICES at King's Buildings, HOUSE in CLIFTON GARDENS, Conduit Road.

No. 1, and 2, WEST END TERRACE, CANTON.

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. [32]

TO LET.

TWO ROOMED FLATS in Nathan Road, Kowloon.

THREE ROOMED FLATS in Humphrey's Buildings, Kowloon.

FOUR ROOMED FLATS in May Road with every modern convenience, including English Bath and Kitchen, Range, Hot Water and Water Carriage System. A few Flats specially designed to accommodate those business at reasonable rentals. Immediate possession.

FOUR ROOMED HOUSES in Garden Terrace and Salisbury Avenue, Kowloon.

Apply to—
HUMPHREYS, READE & FINANCE Co., Ltd.
Alexandra Buildings. [1006]

TO LET.

No. 5, MOUNTAIN VIEW, PEAK.

No. 8, BURROW'S STREET, WANCHAI, GODOWN.

No. 12, RECONSEFIELD ABOARDE, SHOP.

No. 2, CAMERON VILLAS, 51, PEAK, KELLY'S CREST, 65, PEAK.

"GLENSHIRE," No. 141, Pitts Road, Peak.

"HARTING," Avon Road, Kowloon.

No. 28, MILLING TERRACE, with swimming pool, Conduit Road.

TWO GODOWNS in Duddell Street.

No. 2, DES VEAUX VILLAS, 51, PEAK (Unfurnished).

No. 50, THE PEAK & CAMERON VILLAS.

Apply to—
LINSTEAD & DAVIS,
2nd Floor, Alexandra Buildings. [30]

INTIMATION

OUR GIANT LAVENDER TALCUM

is rapidly becoming as popular as

our well-known Lavender Water,

Blended with the purest and softest

powder is the sweet-fragrance of

Lavender, and the effect on the

Skin is delightfully Cooling and

Soothing.

1-LB. Size Price \$1.00.

A. S. WATSON & CO., LTD.,

HONGKONG DISPENSARY,

TELEPHONE 16.

BIRTH.

CHAI.—On 20th October, to Mr. and Mrs. E. T. CHAI, Kowloon, a son. [1279]

MARRIAGE.

COLTER-DANSON.—At St. Joseph's Cathedral, Shanghai, on October 10th, by the Rev. Father BORNAND, JOHN CAMPBELL COLTER, to EDITH MAY DANSON, both of Shanghai.

DEATHS.

COMINS.—At the General Hospital, Shanghai, on October 11th, CHARLES COMINS, aged 81 years.

BONNELL.—At Shanghai, on October 12th, CORNELIA LEAVESWORTH BONNELL, Superintendent of the Door of Hope Rescue Mission, aged 42.

The Daily Press

HONGKONG, 26th OCTOBER, 1915.

STORES AT THE GOVERNMENT CIVIL HOSPITAL.

The impression created by the admissions made by H.E. the GOVERNOR at the last meeting of the Legislative Council in regard to the stock of drugs and disinfectants kept in store at the Government Civil Hospital is that when the Unofficial Members asked in May of 1914 for a Commission to inquire into the conditions of employment obtaining amongst the Nursing Staff they should have widened the terms of reference to include the general administration of the Institution. With the enthusiasm of a penitent sinner, we are now told that an appalling régime of wastefulness was terminated when the control of the Medical Department of the Colony was transferred to the hands of Dr. JOHNSON. Medical stores were issued, gratuitously and indiscriminately, to any officer in the Government service who chose to ask for them; anaesthetics, serum, and disinfectants were supplied to the medical and nursing staff in quantities that made deterioration and waste inevitable; and for the better part of each day and the whole of each night the dispensary was left in the sole charge of three Chinese

dispensers. On one occasion forty gallons of spirits of wine, though duly entered in the stock-book, were never received, and not long afterwards an examination of certain cases of brandy in stock revealed the fact that some of them had been filled with water and re-corked with corks identical with those used in the dispensary. Obviously a system which permitted such abuses as these on a wholesale scale stood in need of instant and radical reform, and Dr. JOHNSON is entitled to credit for exposing and amending it. It is doubtful, however, whether any Government Department which has stores under its control does not at times find itself the victim of dishonesty, and before we draw any conclusions from the confessions of past laxness on the part of the Medical Department we should like to know whether the cases cited are typical or merely isolated. If they are typical it shows how necessary vigilance is on the part of the Unofficial minority in the Council. We do not, however, notice any very great reduction in the sums expended upon drugs and disinfectants since the irregularities referred to were stopped, and this despite the reduction of the indents. That, of course, may be due to differences both in cost and in the rate of exchange, in which case it serves to emphasize the necessity for the detailed and definite statement with regard to the stores for which the Hon. Mr. H. E. POLLOCK, K.C., has asked. As a matter of fact, the GOVERNOR's long statement, though extremely interesting, hardly touches the point raised by the honourable member, but must be regarded rather as a preliminary to the answers which are promised for the next meeting. What we want to know is whether past extravagance has been followed by parsimony. In this connection, it will be observed, the GOVERNOR has made inquiries among the visiting and regular staff of the Civil Hospital. Dr. AUBREY, the hon. Consulting Physician, and Mr. DIXON, the hon. Consulting Surgeon, make no complaint. On the other hand, the Medical Superintendent of the Hospital, who should be the person best qualified to speak on the subject, has furnished a detailed list of shortages which have been experienced, but there is a conflict of evidence as to whether these are attributable to a reduction of the indent of the autumn of 1913 or to losses on the ill-fated *Tasaka Maru* at the end of last year, and to unavoidable delays on the part of the Crown Agents in forwarding goods ordered. Accepting, for the moment, the latter explanation it would appear to indicate that insufficient margin was allowed for probable contingencies arising out of the war, which had been in progress for more than a year. The Apothecary spoke in a similar strain to the medical superintendent, but, under cross-examination, admitted that the shortage was in respect of articles which the Principal Civil Medical Officer declined to order as being, in his opinion, unnecessary. Nevertheless, he named six articles of which there was a shortage in 1913 and which could not be obtained locally, but "the only one of importance," we are assured, was diphtheria serum, and for this Dr. BEZU was responsible. Three other articles were specified in regard to 1915, "for each of which there were completely efficient substitutes." One Sister declared that Dr. JOHNSON cut down the issues from store to such an extent as "to endanger the safety of patients," but the example she cited was not considered convincing. In one case when champagne was required for a dying patient none was in stock, and his friends were, therefore, obliged to go out and buy some. This, apparently, was due to disregard of an order issued by Dr. JOHNSON that "champagne in small quantity was to be kept in stock." There was a general demand on the part of the Sisters for more than one pair of forceps for removing dressings, and, though Dr. JOHNSON considered that the number supplied was adequate, the GOVERNOR has felt constrained, in this instance, to comply with the request. It is not denied that the consumption of brandy has been steadily but down from 408 bottles in 1910 to 127 in 1915, but Dr. JOHNSON is convinced that no patient has been "one particle the worse" as a consequence. This is obviously a matter of opinion, and "when doctors differ who shall decide?" There appears, however, to be reason in Dr. KOCN's contention that when an

article is not in store he, or any other medical officer in charge of a case at the Hospital, ought to have power to send out and purchase it at once, reporting the matter subsequently to the Principal Civil Medical Officer, as was the practice prior to Dr. JOHNSON's arrival. This may not be in accordance with the system in vogue in the Naval and Military Hospitals, but it is not necessarily wrong on that account. The red-tape in Government Departments is often a subject of ridicule even amongst those who are reared in it, and in cases of life and death it should be dispensed with as much as possible. Different medical men have different methods of treatment, and the man in charge of a case, it seems to us, is the one best qualified to judge of that which is necessary for his patient's welfare. Finally, we should like to see the whole subject of Hospital administration investigated by an independent and impartial tribunal. Though no one will question the sincere desire of the GOVERNOR to elicit the truth and secure efficiency, it is obvious that, with his multifarious duties, he can ill-afford the necessary time, and that Subordinate Officers are placed at a manifest disadvantage when summoned before him to tender evidence which may reflect upon their superiors. There is clearly a strong under-current of discontent, and it is in the interests of the public and of all the officers concerned that proper measures should be taken at once to see whether there is any justification for it or not.

Mr. Archibald Rose, C.I.E., British Commercial Attaché in Shanghai, left for Home on Monday.

Mr. O. T. Gauss, for some time American Consul at Shanghai and later at Tientsin, has been transferred to Swatow.

An Indian was yesterday fined \$25 at the Magistracy by Mr. C. D. Melbourne for disorderly conduct at Hunghom.

A Japanese living at the M.B.K. Mess, Yauwatti, has reported to the police that articles of clothing to the value of \$134 have been stolen from the premises.

Among the passengers who arrived in the Colony yesterday by the P. & O. Company's mail steamer *Norona* were Mrs. Macleay, Mr. A. Rose, C.I.E., Mr. C. E. Anton, and Miss E. Warrall.

A Kowloon resident has reported to the police that a little girl, who lives with him, named Annie Begley, aged 6½, was assaulted by a Chinese, who snatched from her arm a gold bangle valued at \$18.

There was an attendance approaching 200 at the Men's Club, Seamen's Institute, on Wednesday evening when the series of winter social gatherings was inaugurated. An excellent programme had been arranged, including selections on a gramophone lent by Mr. C. Beavis, for which the records were supplied by the Hon. Mr. Claud Severn.

The Voluntary Amusement Taxation boxes organized by the *Eastern Critic*, Shanghai, collected last week altogether \$168.98, which, with the amount previously acknowledged, makes a total of \$302.83. With over \$300 already collected the scheme has been enabled to make its first donation to the War Funds. A cheque for \$150 has been forwarded to Mr. Siffert for the Belgian Relief Fund and a draft for the equivalent of \$150 has been sent to Miss N. Toeg, the local Treasurer of the Great Britain to Poland Fund, to be forwarded to the London Committee.

The sum of \$516 was realized by the sale of programmes and tickets at Mr. Denman Fuller's Piano Recital at the Peak Club on Monday last in aid of the Prisoners of War and Blue Cross Funds. Mr. Denman Fuller is leaving for Shanghai to-day, where he will give Recitals in aid of various War Charities. The first will take place at the Country Club in aid of the Women's War Work Fund on October 30th. As the entire profits of these Recitals will go to the funds for which they are in aid, the results should prove very considerable. Commenting upon Mr. Fuller's approaching visit the *N.C. Daily News* says: "music lovers have a real treat in store." Mr. Fuller, who ranks as one of the best pianists in the Far East, has added to his unique reputation the feat of having obtained over \$5,000 by recitals in aid of various war funds.

SPORT.

CRICKET.

HONGKONG C.C. v. ROYAL ENGINEERS.

In this match, to be played on the Club's ground on Saturday, at 2.15 p.m., the following will represent H.K.C.C.:—
T. E. Pearce (Capt.), G. E. Aubrey, R. M. Austin, A. S. Hooper, R. Kennedy, M. M. Maas, L. D. McNicoll, E. J. R. Mitchell, H. H. Taylor, F. Syme Thomson, R. P. Thurstield.

KOWLOON v. UNIVERSITY.

The following will represent the University in the above match on Saturday, at 2 p.m. sharp, at the Kowloon C. C. ground:—Ng Sze Kwong (Capt.), G. E. Marley, F. R. Redmond, K. Brayshaw, J. D. Wright, A. H. Ramjahn, A. de Sousa, D. P. Dixon, Chan Yat Cheong, D. K. Sany and Wei Wing Hong.

FOOTBALL.

ISLAMIC v. HONGKONG POLICE RESERVE.

The following have been selected to play for the Islamics in a League match against the Hongkong Police Reserve at the Naval Ground next Saturday, at 4.30 p.m.:—

U. M. Omar, A. Jackson, M. H. Abbas, W. Ogley, H. Johnson, N. Ramjahn, R. M. Omar, W. Bandran, A. Hamid (Captain), "Iron" Bus, J. M. Dyer.

Reserve:—Mayer.

THE GYMKHANA.

ENTRIES FOR NEXT MEETING.

The entries for the Gymkhana Meeting to be held on the 28th inst. are as follows:—

Five furlongs race:—King Hal, Peter Doody, Sunshine, Sundown (Antony), Tamby, Lorenzo, Charlie Chaplin, Tinker.

Gymkhana Stakes:—King Hal, Jest (Westland), Matchbox, Crosby, Oregon, King Jack.

Distance Handicap, about half a mile:—Tom, Fudge, Wincanton, Tamby, Charlie Chaplin, Forester, Jumbo, Sunshine, Thurston, Beattock, Tinker.

Class Handicap:—Dunkeld, King Hal, Matchbox, Tinker, Tom, Jest (Westland), Peter Doody, Ormsby, Social Schmeer, Forester, Matable, King Jack, Formosa, Lorenzo.

Polo Pony Stewry:—Tom, Formosa, Fox Trot, Jumbo, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

Steeplechase:—Tom, Jest, Tamby, Beattock.

THE WAR.

THE SITUATION IN GREECE: AN APPEAL TO AMERICA.

RUSSIANS HEAVILY ENGAGED: SANGUINARY FRONTAL BATTLE.

QUIET SPELL ON WESTERN FRONT.

ROUMANIANS RESUME OFFENSIVE.

THE BALKANS

[THROUGH REUTER'S AGENCY.]

POSITION IN GREECE. ALLIES' SEVERE MEASURES TO MAINTAIN ORDER.

ATHENS, October 18th.

Most severe measures to maintain order have been taken. The French detachments have been reinforced by a hundred men and four machine guns, the whole force being situated at Zappeion Park. The French were cheered when marching up the Stadium Street, where they met a Greek naval detachment, which turned up a side street.

The Allies demanded two hundred carriages on the Larissa Railway for the conveyance of Allied troops to Macedonia.

The Government replied that it was prepared to provide some carriages, but the handing over of the number demanded, which constitutes half the rolling stock, would paralyse traffic.

THE KING AND SUSPICIONS.

ATHENS, October 18th.

It is reported that, in a long interview which took place between King Constantine and Sir Francis Elliot last night, the former insisted on the groundlessness of the suspicion that the Greeks contemplated an attack on General Sarrail's forces from the south, and declared his readiness to withdraw the forces from Larissa as a proof of his bona fides.

ADMIRAL FOURNET EXPLAINS.

ATHENS, October 18th.

Admiral Fournet has informed the Mayor of Piræus and the Chief of the Police at Athens that the Allied detachments had been landed to ensure order in consequence of events which had happened in the Parade ground, where pro-Ententists had been roughly handled. He added that the subject was no longer open for discussion.

CONDITIONS NOW NORMAL.

The condition of the city is now normal. The Government have taken every measure to avert incidents with the French. The town is patrolled by strong detachments of infantry, cavalry and bluejackets. The palaces of the King and the Queen Mother are strongly guarded.

ANTI-ENTENTE DEMONSTRATIONS.

ATHENS, October 18th.

On the 16th instant, after King Constantine had inspected the Greek sailors at Champs-Élysées, the Royalists demonstrated in the streets, carrying evergreen portraits of the King. They hooted the British Legation, while Admiral Fournet and a party of bluejackets emerging from a theatre were driven back.

A number of Reservists attempting to demonstrate at the French Legation were arrested by the Anglo-French police. The situation seems dangerous.

AN APPEAL TO AMERICA.

In Athens, during a Royalist demonstration the crowd cheered the American Legation. Subsequently a deputation of demonstrators presented to the American Minister a protest against the Entente's action. The American Minister replied that it was impossible for his Government to intervene, but he would transmit the document to America.

The demonstration is regarded as the King's last effort to arrest the drift of the garrison from Athens to Salonika.

[THROUGH REUTER'S AGENCY.]

ROUMANIANS RESUME OFFENSIVE

BOUHAREST, October 18th.

A communiqué of October 17th says:—We are resuming the offensive in the Predal region and pursuing the enemy on the Transylvania slope. The most stubborn fighting is in progress.

The enemy is attacking violently, but, up to the present, unsuccessfully.

On the whole Carpathian front all the military news is reassuring.

RUSSIANS HEAVILY ENGAGED. IMPORTANT DEVELOPMENTS.

LONDON, October 18th.

A Roumanian communiqué mentions that the enemy has reached Agas, ten miles on the Roumanian side of the Gyima Pass, where the railway runs from North-eastern Transylvania into Northern Roumania. Fighting is proceeding. The communiqué shows that the rest of the line is firm.

Meanwhile the Russians are heavily engaged in repulsing an enemy attack on Dornavatra, in the south-western corner of Bukovina, where the Russo-Roumanian front joins.

Elsewhere they are attacking fiercely, while a telegram from the Serbian Headquarters states that a Russian, French and Serbian general attack on the main Bulgarian line defending Monastir began on Saturday. General Sarrail and the Crown Prince of Serbia watched the fighting the whole day.

SERBIAN ATTACKS.

LONDON, October 18th.

A Serbian official message from Salonika says:—We attacked the Bulgarians at Dobropolje and Sukol on October 16th, and the operations were continued successfully on the 17th.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

OBSTINATE FIGHTING.

PETROGRAD, October 18th.

A communiqué says:—North of Kortynitz, obstinate fighting continues. Fierce enemy counter-attacks there and near Bolshovce were repelled.

All enemy attacks near Dornavatra were repulsed.

Snow is falling in the Carpathians. We heavily repulsed attacks made by considerable forces of Turks and Kurds sixty versts south of Etzingan.

RUSSIAN BATTLEGROUND.

FIGHT FOR HALICZ FORTS.

PETROGRAD, October 18th.

The battleground of Bolshovce is between the railways running northward towards Brzdan and north-westwards towards Elshatsoff. Bolshovce is about a mile west of the former and less than two miles from the latter.

Since Halicz was last mentioned in communiqués fighting on Narajuvka has shifted considerably southwards, approaching the northern forts of Halicz.

SANGUINARY FRONTAL BATTLE.

A later despatch issued at Petrograd says:—A sanguinary frontal battle is proceeding three miles northward of Halicz bridge-head in an angle formed by the junction of the Narajuvka and the Guilalpa. The losses on both sides are very heavy.

The railway from Halicz towards Jidatchoff is under Russian fire, and the enemy's communications to Halicz and Lemberg are threatened.

FRANCO-ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ENEMY ATTACKS REPULSED. HEAVY LOSSES.

PARIS, October 18th.

A Paris communiqué says:—Three enemy attacks at Sully-Saillist were repulsed with considerable losses, and we entirely maintained all gains.

The Germans attacked east of Derry on Santerre and some penetrated our advanced elements, but they were immediately killed or captured. Others were repulsed in disorder, leaving a number of dead.

AIR SUCCESSES.

Three enemy aeroplanes have been brought down on the Somme.

One of our aviators, attacked by three Fokkers, brought down one of his opponents and drove off the other two.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FRANCO-ITALIAN AIR RAID.

ROME, October 18th.

A squadron of Franco-Italian seaplanes raided the western coast of Istria and bombed warships and works at Rovigno and Punta Salvare. The squadron also fought enemy aeroplanes, two of which were hit, one falling into the sea. All the attacking machines returned safely.

ITALIANS AGGRESSIVE.

STRONG REDOUBT CARRIED.

LONDON, October 18th.

An Italian communiqué says:—We stormed the enemy lines north of the summit of Mount Pasubio and carried a strong redoubt. Two strong enemy columns attempting to counter-attack were almost destroyed by concentrated artillery fire.

Further counter-attacks were driven off with heavy enemy losses.

NAVAL ACTIVITIES

[THROUGH REUTER'S AGENCY.]

NORWEGIAN STEAMER SUNK.

LONDON, October 18th.

The Norwegian steamer *Kongolf* has been sunk.

GENERAL

[THROUGH REUTER'S AGENCY.]

INDIAN ARMY OFFICERS.

STATEMENT BY MR. CHAMBERLAIN.

LONDON, October 17th.

In the House of Commons, Mr. Chamberlain said since the war every effort had been made to re-employ officers of the Indian Army permitted to reside out of India under the Indian Army Regulations, but many of them were senior Lieut.-Colonels or Colonels, for which reason employment suitable to their rank and years could not be found. Suspension and transfers to the unemployed supernumerary list was a natural sequence to the fact that retirements from the Army were not allowed in war time. No officers could claim to be put on the list on a particular date as the right of the Secretary of State to postpone such transfers was reserved in the Royal Warrant establishing the List.

INDIAN HOSPITALS.

LONDON, October 18th.

Replying to Mr. Astor in the House of Commons, Mr. Chamberlain repeated his statement, which has been previously cabled, regarding the Military Hospital at Coonor. As regards the Hospital at Wellington, the Viceroy was satisfied at the exhaustive inspection carried out by the Commander of the Division, accompanied by Lord Pentland. There were only temporary inconveniences found, which were quickly dealt with. The Viceroy added that there was no dearth of comforts and stores, and private relief was merely supplementary.

TROOP TRAIN INCIDENT.

LONDON, October 17th.

In the House of Commons, Mr. Chamberlain stated that it was not proposed to publish the report of the troop train enquiry.

[THROUGH REUTER'S AGENCY.]

IRELAND.

MR. REDMOND AND INCONSISTENT GOVERNMENT.

LONDON, October 18th.

In the House of Commons, Mr. John Redmond moved a resolution to the effect that the present system of government in Ireland is inconsistent with the principle for which the Allies are fighting and was mainly responsible for the rebellion. He said his object was to draw attention to the unsatisfactory situation in Ireland, which was full of menace to the aspirations of Ireland and a good understanding between Britain and Ireland, and also to the highest interests of the Empire.

Mr. Redmond complained that the efforts of the Nationalists to popularise recruiting had been thwarted by the War Office. Nevertheless, 167,000 men had enlisted in Ireland for the Army, of whom 92,000 were Catholic, while 10,000 had joined the Navy. Recruiting decreased and Sinn Féinism increased from the day the Coalition Government was formed, and finally came the rebellion. If the latter had been dealt with as General Botha dealt with the rising in South Africa, he was profoundly convinced that the situation would have been saved. It would be a disaster if Irish regiments at the front were not kept up to full strength, and he would do everything to avoid that. But it was no use asking the impossible. Compulsion would make matters worse. It was the Empire's duty to settle the Irish question on a basis of freedom and responsibility. Let the Government take its courage in both hands, trust Ireland and put Home Rule into operation for the present. The condition of things was injuriously affecting the British cause through America and the Dominions and especially would it do so presently in Australia. Therefore he appealed to the Government, as one who was prepared to continue honestly to do his best to help to win the war, to hearken seriously to his warning and act.

THE REAL OBSTACLE TO HOME RULE.

Col. Duke, strongly traversed the statements in Mr. Redmond's resolution, and emphasised that Parliament had refrained from asking Ireland to make the same sacrifices as Britain. The time had not come when the interned ringleaders in the recent rebellion could be safely released, but men offering adequate securities were being released. Martial-law, if nothing better was devised, must continue in order to restrain ex-rebels in the south and west who had not abandoned their foolish ambition. The Government must protect the law-abiding population. The real obstacle to Home Rule was the disagreement in Ireland with regard to it. He pleaded strongly for a voluntary settlement.

THE POST-WAR TRADE CONFERENCE.

LONDON, October 17th.

In the House of Commons, Mr. Macmaster suggested that the Dominions should be represented on the Committee at present considering the resolutions of the Economic Conference.

INDIA'S DYE TRADE.

LONDON, October 18th.

In the House of Commons, in reply to Sir W. P. Byles, Mr. Chamberlain announced that a small expert Committee, including an eminent chemist and representatives of planters and dye-users which he had appointed in England was examining and criticising the investigations of the Indigo Research Branch of the Indian Agricultural Department.

FRENCH MILITARY MISSION.

ARRIVES IN ROUMANIA.

BUHAREST, October 18th.

A French Military Mission, including General Berthelot, eight Colonels, eight Majors, and eight other officers, have arrived.

[THROUGH REUTER'S AGENCY.]

GOVERNMENT AND THE FOOD QUESTION.

STATEMENT BY MR. RUNCIMAN.

LONDON, October 18th.

In the House of Commons, Mr. Runciman, President of the Board of Trade, in the course of a statement on the food question, stated that the Government's most operations had exceeded sixty millions sterling. We had only 1,118 vessels out of 10,000 free to conduct our own operations. We had lost, by hostile action and marine risks, two million tons of shipping, which exceeded the whole of the French mercantile marine before the war.

Mr. Will. Thorne suggested that the steamer *Siestan* should bring wheat from India to Britain instead of dates from the Persian Gulf to New York.

Mr. Runciman replied that the *Siestan* was licensed to voyage from the Persian Gulf to New York. Other British vessels had, from time to time, been licensed to trade between foreign ports subject to the primary consideration of the needs of the Empire and our Allies in the War. It was most undesirable that all foreign connection built up by British Steamship Lines, which was a most valuable national asset, should be entirely severed. Due provision had been and was being made for the carriage of exportable surplus wheat from India.

SIR PHILIP SASSOON DECORATED.

LONDON, October 17th.

General Joffre has decorated Sir Philip Sassoon with the Cross of the Legion of Honour.

MR. GINNELL'S SUSPENSION.

LONDON, October 17th.

The House of Commons has agreed upon the termination of the suspension of Mr. Ginnell, who has written an apology to the Speaker.

TREATMENT OF BRITISH PRISONERS.

LONDON, October 17th.

In the House of Commons, Lord Robert Cecil has announced that the latest report from the American Embassy in Berlin shows there is some improvement in the treatment of British prisoners in Germany.

THE ARMY AND GIFTS.

ACCEPTANCE PROHIBITED.

LONDON, October 18th.

An Army Order which has been issued forbids the acceptance of gifts from private individuals for services rendered in the performance of duty.

HOME TUNE.

THE CESAREWITCH.

LONDON, October 18th.

The Cesarewitch Stakes, run over a distance of two miles and two furlongs, resulted as follows:—

Sanctum 1
Cornusleaf 2
Dark Opal 3

Nineteen ran; won by two lengths, a short head separating second and third.

The betting was as follows:—9 to 4 Sanctum; 5 to 1 Cornusleaf, 40 to 1 Dark Opal.

YARN OF A LONELY AIRMAN.

Mr. Alfred Noyes has just completed an interesting series of articles on the Royal Navy in war time, special facilities having been granted to him for the purpose by the Admiralty. Among many graphic stories which he records as being current in the Fleet is one concerning an English aviator, captured by the Germans, who was asked by his captors to take a German observer over one of our seas in his machine.

At first he refused; but afterwards, strapping himself in position, consented. The German was armed, but bulky, his straps were not to be depended on. Somewhere over the North Sea, in the dusk of that sunset, a trawler saw a remarkable sight. An English aviator was looping the loop, for sheer joy apparently, somersault after somersault, like a tumbler pigeon. He kept it up for half an hour. Then a dark bulk loomed from the machine, and splashed into the North Sea. Perhaps it was a German, with a revolver in each hand. At any rate, an English aviator arrived on the East Coast, an hour or two later, and he complained of feeling lonely.

NEW PLOT IN SOUTH AFRICA.

REMARKABLE EVIDENCE.

Details of the attempt to foment a second rebellion in South Africa, of which mention was first made by General Botha at the South African Party Congress, held at Bloemfontein on August 23rd, came to light recently in the course of proceedings in the Magistrates' Court, where two men named Van der Merwe and Schonken were charged with high treason. Mr. Schonken was formerly a prominent partisan of the Nationalist party on the Witwatersrand.

General Christian de Wet, in giving evidence, said that when Mr. Schonken approached him in the matter, on about July 20th, he (witness) warned him not to have anything to do with another rising. Mr. Van der Merwe, General de Wet added, told him later on that the movement was so well organized that Johannesburg and Pretoria could be taken at any time, and that the reins of government could be seized. To Mr. Van der Merwe also General de Wet turned a cold shoulder.

Further sensational evidence followed. A Bloemfontein farmer gave evidence that Mr. Van der Merwe mentioned to him the names of prominent Boer generals, who, he alleged, had undertaken to organize a rebellion in the Cape Province, Potchefstroom, and Pretoria. The witness understood from what was said that the rebellion was to break out in the event of England being defeated in the war.

One witness named Loots declared that after he had taken an oath of secrecy Mr. Schonken told him that there were more rifles than people in the movement.

Another witness from Bloemfontein said he asked Mr. Schonken whether he had seen the public warning against sedition which had been issued in the Transvaal by the Nationalist party leader, Mr. Tilmann Roos, and in the Orange Free State by General Hertzog. To this Mr. Schonken made no reply.

The accused were remanded for a week.

OPIUM TRADE SECRETS.

DISCLOSURES AT TRADE UNION CONGRESS.

Startling statements bearing out and amplifying reports regarding the traffic in opium in England and the conditions under which it is conducted, were made recently at the Trade Union Congress at Birmingham.

The matter arose in connection with a resolution proposed by Mr. Havelock Wilson, of the Seamen's Union, who raised the important question of the manning of the Royal Navy and the Mercantile Marine, and moved a resolution advocating the improvement of the status and general conditions of seafaring men as a means of encouraging boys of British birth to become sailors.

Mr. Wilson said he viewed with alarm the increased employment of Chinese and Asiatic labour on British ships, and Mr. J. Cotter (Ships' Stewards), in seconding the resolution, said it was no use trying to keep Germans out of this country while we were allowing Chinese to take the places of our own lads.

There were over 15,000 Chinese engaged on British ships sailing out of this country. In Liverpool there were over 4,000 Chinese living in places which no English boarding house or lodging house keeper would be allowed to conduct, yet, up to a few weeks ago, nothing had been done by the municipal authorities to alter the conditions. The London County Council, however, was doing something. There were over 70 lodging houses in London catering for Chinese seamen, and only six were licensed. The Chinese boarding-house in East London, where 40 Chinese sat round two gaming tables, on which was placed a sum of between £20 and £40. This was within four yards of a public path. In a front bedroom were four beds placed close together, and on each two men were lying in a comatose state from opium, the little lamps being beside them. In another room he found 38 opium smokers. Opium was being manufactured under his eyes from poppy heads, and 1,200lb. of the drug was found smuggled out of one ship about to sail. The moral effect of all this was bad. These Chinese were now penetrating into some of our inland towns, and conducting laundries, which were mere gambling houses, and worse.

Mr. March (Poplar) remarked that, with regard to Poplar, only one specific instance had been traced.

The resolution proposed by Mr. Havelock Wilson was carried.

THE JAPANESE LOAN.

THE CHAMBERS OF COMMERCE AND ITS CANCELLATION.

We are able to announce (says the *Peking Gazette*) that the United Chambers of Commerce of the country, including the Chambers of Commerce of Peking, Tientsin, Shanghai and Hankow, are raising a fund of ten million dollars for the use of the Government on condition that the Japanese loan is entirely dispensed with. The President has been officially informed that a sum of eight million dollars has now been subscribed and will be placed at the disposal of the Central Government as soon as the remaining two million dollars are taken up—which will be shortly.

SHANGHAI LANGUAGE SCHOOL.

The following candidates from the British Chamber of Commerce Language School have been successful in passing the first examination set by the British Chamber of Commerce (Shanghai), and have been awarded certificates:—

Preliminary Course:—Messrs. J. C. Taylor, J. Kitto, H. G. Pope, N. G. Beale, C. L. W. Bailey, O. A. Nash, L. R. Whelan, A. H. Allen, and T. G. Smeaton.

Intermediate Course:—Messrs. G. G. Newton, J. A. Trevor Thomas, G. D. Raeburn, H. Moore and C. E. Harber.

Advanced Course:—Mr. E. C. Robinson.

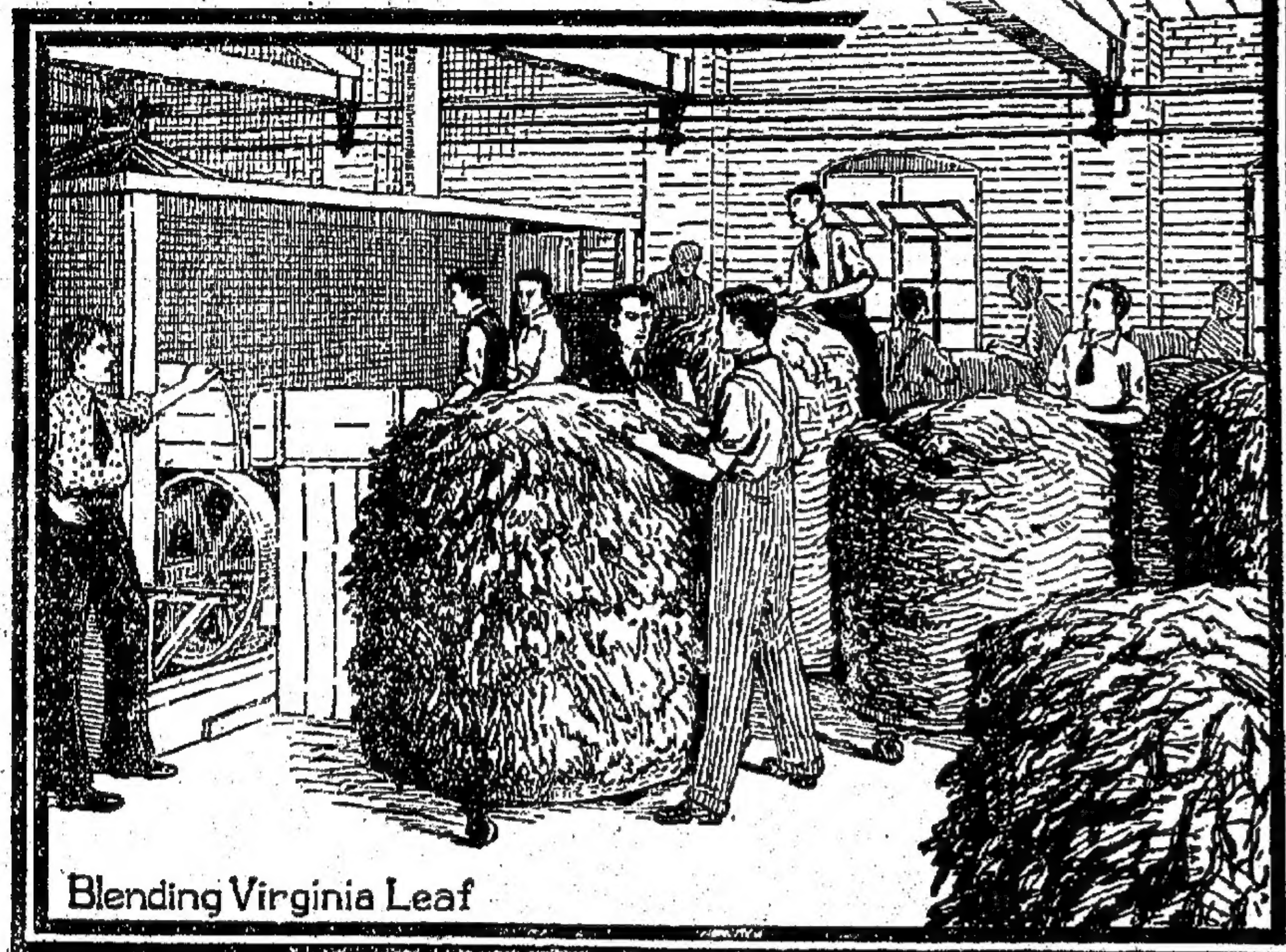


Gold Band CIGARETTES

Should demand the consideration of every logical smoker

—REASON FOUR—
Before subjecting the Virginia Leaf to the necessary steaming process it is skillfully blended by experts

Westminster
Tobacco Co. Ltd.
London



Blending Virginia Leaf

CUTLER PALMER & CO'S.

NAPIER JOHNSTONE'S WHISKY.



THE ORIGINAL SQUARE BOTTLE WHISKY.

ALWAYS RELIABLE.

SOLE AGENTS IN HONGKONG AND SOUTH CHINA:
L. & N. CRAWFORD & CO.,
and from ALL WINE MERCHANTS.



Yet in the same Sargol makes Fair, Fervid People Plump and Popular. SARGOL, the concentrated food that puts on good, healthy flesh, sometimes at the rate of a pound a day, builds up the thin and weak, brings back the rosy blush of health, rounds out the skinned, scrawny figures to lines of beauty and plumpness, does it easy, quickly and effectively.

You don't understand it? Well, to tell the truth, neither do we. But after a long series of costly experiments we "hit upon an idea" and produced a combination of tissue building elements, which have performed wonders in making thin people plump and fat. Sargol was made to put flesh on thin folks, but we don't understand one-half the other remarkable things it does for the thin and undeveloped, the pale and the weak, the dull and the listless. It is not a drug nor a stimulant, but can be best classed as a concentrated food with high tissue-building qualities. A food that creates rich, red blood, builds brain and brawn, hardens flabby muscles and makes even a confirmed dyspeptic "sit up and take notice." In building tissue it has a higher value than good beefsteak or eggs.

Sargol helps you to assimilate your food, to get the utmost good out of every mouthful. Take it with your meals for a few days, the test will tell. See how your digestion has improved, how the blue melancholy feeling goes, how good your meals taste.

A few days more and you begin to take on flesh. You look better, act better, you can do more, do it quicker and easier. Your friend slaps you on the shoulder and says: "Hello, Bill, you're looking fine, never saw you looking better."

But you don't need to be told this. You know it yourself. You know you are gaining weight, feeling more fit than you have felt for years.

A. S. WATSON & CO., LTD.,
VICTORIA DISPENSARY,
THE PHARMACY,
QUEEN'S DISPENSARY,
THE EDWARD DISPENSARY.

(75-5)



SEAGER'S OLD TOM GIN

is the ONLY GIN

approved and recommended by the Consulting Scientific Staff of the British Analytical Control.

SOLE AGENTS:

H. RUTTONJEE & SON,
15, QUEEN'S ROAD.

(1203)



YOUR BREATH?

Is it offensive? Is your tongue clean as it should be in the morning? Not let

PINKETTES

help you. They dispel Constipation, correct torpid liver, bad breath, foul tongue, bilious headaches. As gentle as nature. Of all chemists, or 60 cents the phial, post free, from Dr. Williams' Medicine Co., 96, Bechoen Road, Shanghai.

(1221)

THE EXEMPTION OF CLERGYMEN.

PROTEST BY TRADES UNIONISTS.

After an emphatic call for the repeal after the war of all Acts imposing any sort of compulsion, the Trades Union Congress devoted a considerable portion of its time to a protest against the exemption of clergymen from military service, which was endorsed by a narrow majority.

Mr. Ben Tillett moved:—
That this Congress regrets the unfair privilege which has been given by the Government to members of the clerical profession by granting them exemption from the operation of the Military Service Act. We view with regret that a large class of able-bodied men who are engaged in unproductive employment should not be used to better purpose during this critical period. We call upon the Parliamentary Committee at once to approach the Government with a view to removing this anomaly.

He did not wish, he said, to make any attack on the clergy. He had seen something of their good work at the front. But he protested against the anomaly of their exemption as a profession. There were 20,000 able-bodied parsons and clerics in the country. The majority of them were at the beck and call of the conscriptionists from the beginning of the war. But when conscription came near they went through the back doors of Parliament to get exemption. Two hundred theological students of Bangor thought it would be far better to be a live parson than a dead soldier. They were not playing the game. The lawyers had created a "Devil's Own." It would be far more to the credit of the clerical profession if they would create a "God's Own." Why should these men who were so fond of talking about Heaven be so afraid to go through its gates? He protested against the action of "these cowardly creatures sneaking out of their obligations."

Mr. A. Law (Spinners), in seconding the resolution, said that he was a lay preacher in a section of the Church which had a paid ministry and was not exempted, but lay preachers—working men like himself—in another section of the Church which had no paid ministry were exempted. This was an intolerable injustice.

Mr. J. Sexton (Dockers, Liverpool), while not opposing the resolution, protested against Mr. Tillett's speech. There was not a university or training college which had not contributed generously of its men to the Army. Why single out the clergy for attack? There were some others exempted who were doing a good deal more mischief.

Mr. C. G. Ammon (Fawcett Association) reminded Mr. Tillett that he himself had done much to make the imposition of conscription easy, by going about the country to attack his own class as slackers and loafers. As to Mr. Law, it was not the business of the Congress to help one amateur sky-pilot who had not exemption to vent his feelings against professional brethren who had. To pass the resolution would be to approve again the whole system of conscription.

Mr. G. Milligan (Dockers, Liverpool) said Mr. Tillett must have some private motive in raising this question. It would create bitterness all over the country. To introduce his anti-clerical ideas into the Congress was a shameful thing, while his secondary was merely a blackleg minister. The resolution said the clergy were engaged in unproductive employment. Well, what did the dockers produce? The production of morals was surely a far nobler employment.

The resolution was carried by 1,370,000 votes to 1,200,000.

RUSSIA AND THE STRAITS.

INTERVIEW WITH FAMOUS LIBERAL LEADER.

LAW OF THE DARDANELLES.

A representative of the German-Swiss *Neue Zürcher Zeitung* has interviewed Professor Milukoff, the Russian Liberal leader, at Lausanne. The conversation naturally turned upon the Balkan situation.

"Roumania," he said, "promised the Allies months ago that she would attack Transylvania and give the Russians free passage through the Dobruja." But she was in need of money and medical appliances which he could only procure from the Central Powers. The position taken up by Roumania during the last few months is thus fully explained. M. Bratianu has shown himself to be the politician of great capacity that Germany repeatedly called him.

Asked if in his opinion Bulgaria would make a separate peace, if circumstances suggested such a course, M. Milukoff, who has been an ardent Bulgarianophile, said it was not unlikely any such request for a separate peace would be refused by the Allies.

"Personally," he said, "I still remain a friend of the Bulgarians; but in view of the prevailing feeling generally such a refusal would be quite intelligible. Public opinion distinguishes between the Bulgarian nation and the individual policy of Tsar Ferdinand, and but as long as the Bulgarian people consent to be made Ferdinand's tools, just so long will they necessarily remain exposed to the hard measures which are taken against the Bulgarian monarch."

FUTURE OF TURKEY AND STRAITS.
Bulgaria's position is more critical than ever before in her history. But still more critical is the position of Turkey, whose expulsion from Europe is only a matter of time.

M. Milukoff concluded by reasserting that Constantinople, the Dardanelles and a stretch of territory on both sides of the Straits will be given to Russia in accordance with the existing agreement. "Russia," he said, "will have the right to fortify the Dardanelles, but will have to observe much the same regulations that have been adopted for the Panama Canal. Merchant ships of all nationalities will enjoy free passage through the Straits. Passage, however, will be denied to all warships save those of the States bordering on the Black Sea, i.e., Roumania, Turkey and Bulgaria, which will be allowed to send their warships through the Dardanelles."

ON THE SOMME.

BEHIND THE LINES.

[FROM LAURENCE JERROLD.]

Just behind the firing line the business and the industry of war are being carried on by Franco with an earnestness and a thoroughness that no one can imagine who has not seen the various French Army services at work. This was a vast business enterprise. The enemy invented it, and we have had to copy him, but he really now is being hoisted with his own petard. Franco had everything to improvise since the war began, but now her war machine is perfect, complete, and well oiled in every part. It has been built, put together, and set in running order not so much by Army men as by business men. For instance, military stations just behind the Somme front, which have been created from nothing for the purposes of the Somme offensive, were entirely built not by soldiers but by plain business men with practical experience of large commercial enterprises in peace time. And the mere business man has carried the job through efficiently and quickly where official enterprise would have succeeded less well, or would have taken twice the time to do the work.

In every branch of war work just behind the front the intelligent professional or business man of peace time is the man who has forged for the French army the weapons of victory. On the railways, in transport, in supplies, in aviation, in big guns, the man who has been invaluable is the professional business Frenchman, who was mobilised as a reserve lieutenant or captain when the war broke out. Trains, lorries, ammunition parks, aviation organisation, are managed by young officers who were architects, engineers, bank clerks, artists, before the war. In the midst of crowds of typical "poilus" behind from the trenches—a rest disturbed only by a dozen shells or so a day—one meets artists, students, tradesmen, employers who have applied to war their experience of peace days, and who have fashioned Franco's now gigantic war machine. Every part of it has been made since the war. German scepticism is comprehensible. The enemy still does not really believe that France and England have made in two years a war machine as good as the one that they took forty years to build—but, on the Somme, the enemy is slowly finding out. Lorries, still helmets, gas masks, heavy guns, everything, has been improvised, and everything is now ready.

The 25 miles or so of high road between Amiens and the front is literally one long stream of motor lorries bringing ammunition and supplies to the front, and returning to fetch more. There is scarcely one hundred yards of the road at any moment free from the war traffic. The Bees, the Scorpions, the Blue Ours, the Yellow Ours, the Aces of Hearts, Spades, Clubs, and Diamonds, Blue cats, and the Black Cats rumble day and night incessantly along every road leading to and from the front. Each section of motor lorries has chosen a trade mark of its own.

COOL AS A CUCUMBER.

The great lorries, in columns of twenty and thirty, tear along laden with shells. The traffic through a is thicker than on the Boulevard des Italiens to-day. The congestion seems inextinguishable, and the cars slide about in a foot of clay mud, but it all works itself out without excitement and without a shout. Paris cabbies, in a quarter of the same difficulties, would each spend half an hour in expletives. At the front, in this tremendous and magnificently organised business of war, the Frenchman is as cool as a cucumber. If a motor lorry gets tied up with a cart drawn by six mules, one driver just says to the other: "Allons, allons, mon vieux." The knot is untied again, cart and lorry go on their way, and in between the two dashes a car with a staff officer.

The calm and businesslike method with which this great war machine is worked day and night incessantly on the Somme would, I believe, prove better than anything else to the Boches, if they could see it that they are beaten. Through the wild war traffic cyclists dash in the mud, carrying letters to the front—those letters which are the one thing men in the trenches cannot do without—and also on their own carrying newspapers. They buy them for a sou in town, dash at the peril of their lives, under shell-fire to the front, and sell each half-penny paper for the penny, and receive violent abuse from their comrades for their extortionate demands.

GREAT WAR MACHINE.

The moulins de — was taken by the French on July 7th and 8th. Twenty-four hours after the French advance the lines of a light railway had been laid right up to the new French lines. Good old placid Territorials worked all night, and by daybreak the line was ready and ammunition could come up from the stores behind right into the new French trenches. This is one detail of the great French war machine. I was shown over the war railway station entirely built for the Somme offensive. It is one of many new stations in this region, and each distinct army at the front has a number of such stations. From it trains travel incessantly, carrying shells to the front, shells of every calibre, from hand grenades and 75 to the biggest ever known. The ammunition reaches the station from all parts of France, is incessantly loaded into the light railway train, and incessantly sent on to the guns. A joyous elderly artillery captain, who speaks English so well that he sometimes speaks English by mistake to his own man, now commands the station, after spending eighteen months fighting at the front. It is good to hear and see his enthusiasm, and to be shown by him every new trick in gunnery and ammunition that it is in-

vented by the French almost daily. Wandering about the station in and out of shells stacked up in millions, one suddenly comes across Boche prisoners.

"In aviation the Boches have ceased to count," said the young, dark captain at the aviation camp of B—, near A—, and the other young captain, this time fair, with a wisp of yellow moustache and a perpetual cigarette, echoed him. These French aviators are keenness itself. Most of them were engineers, architects, artists before the war. Since the war they have created entirely new methods, and have brought them to the pitch of perfection. "What will you do after the war?" I asked. "Oh, use the same methods for exploring and photographing Africa and Asia or something of that sort."

In aviation "les Boches n'existent plus," everyone in this camp agrees. Since the Somme offensive no German aeroplane has ever dared to cross its own lines into French territory. The French have invented methods of air photography the perfection of which is almost miraculous. "Does not the enemy do the same?" I ask. "No, he never comes to photograph us because we never let him."

In July fifty-eight German aeroplanes were brought down by the French attacking squadron. One of the new French machines alone brought down seven Boches, and not one of these machines was lost. These are the new attacking machines of extraordinary speed. There are other new French aeroplanes of great power. Some of these have lost a gunner killed, but all have always come back.

GERMAN AVIATION.

One of the French aviator-captains, who showed me over the camp was the officer who had himself read the letter taken from a German aviator officer moaning over the incompetency of German aviation. That German aviation has ceased to count on the Somme is no exaggeration at all. One morning I saw over twenty French sausages loitering in the air, where they cast a seeing eye upon the German positions. Not a single German sausage was anywhere to be seen—none has been seen for weeks. "The moment a German sausage comes up one of my men rises and puts an 'inflammatory fuse into the thing and it bursts up," said the aviator captain.

It is the same with the aeroplanes—not one dares cross over the lines. The result is that the German artilleryman is blind. He fires over and over again same place upon which he had long up-trained his gun, but he can fire nowhere else with any knowledge. French mastery of the air on the Somme is an absolute fact. But in the air, on the Somme, the Boches are now powerless, and the French work their war machine absolutely peacefully. Their aviators have told them—that they are safe from air attacks, and they know it is a fact.

There are three kinds of aviation services, each very different from the other. The attacking aeroplane squadrons are the dare-devils and adventurers of the air. The infantry aeroplanes are scouts who lend attacks and hover over the front soldiers as they leave the trenches for the attack and from minute to minute send down information. The aviation photographic service, the third department, is the real eye of the army, and it is this service which by photographs keeps the fighting line informed from hour to hour of the enemy's positions.

The fighting aviators are wild young chaps, who, in the intervals of risking their lives heroically, amuse themselves furiously. There is nothing to be done with them when they are off duty, and everyone then gives them their tether. Back to duty in their flying machines, they are once more dare-devils of the air. There is a new machine, several of which I saw flying off and returning, which are swoop down in a few seconds vertically upon an enemy. "The machine is quite good," said the aviator captain, "but, unfortunately, after a few months of driving it one is apt to get a touch of heart disease."

The infantry aviators, who watch an attack from the trenches and report step by step the advance, are steadier chaps than the wild flyers of the attacking air squadron. They fly quite low over the foot troops, as the latter advance, and even go down to less than 200 yards from the ground. They are the infantry air scouts, and the information they send down gives commanding officers an assurance and confidence which could be equalled by no other means.

AID OF PHOTOGRAPHY.

The third air service is that which miraculously, as it would have seemed a few years ago, brings to headquarters in a few minutes absolutely faithful photographs of all the enemy's positions. Think what this new service means. An aeroplane flies out over the enemy's trenches, and maps reproducing the exact plan of the enemy's trenches from the photographs taken are dropped into the French trenches. The aviator carries special cameras. The photographs are reproduced on a map. The map is printed by hand to the requisite number of copies by a delightfully smart process, copies of the map reach each commanding officer concerned. The perfection which has been attained in the taking of photographs, the reading of them, the reproduction and the printing off by hand of the maps, surpasses anything which could be imagined. There is nothing like this aviation camp in the world, and it has all been created since the very beginning of the war. Hundreds of young officers work there with a seriousness and a keenness which are admirable. It is one great, perfect machine, and in all in the daring flyers who dash over the enemy's lines, and in the men who develop, read, and print these photographs, upon which so much, indeed everything, depends—there is the same steadfast purpose and the same enthusiasm.—Daily Telegraph.

EMPIRE RECONSTRUCTION.

MR. BONAR LAW ON THE RIGHTS OF THE DOMINIONS.

Notable speeches on the progress of the war and the Empire problems of closer unity and reconstruction that peace will bring were made last month by Sir Edward Morris, Premier of Newfoundland, and Mr. Bonar Law at a luncheon given by the West India Club in honour of Sir Edward Morris.

Sir Edward Morris, in responding to the toast of his health, said that hereafter when the terms of peace were being settled and matters adjusted, no doubt the careful consideration of those in authority would be given to means for giving voice to the views and wishes of parts of the Empire overseas.

WAR AS A BOND OF EMPIRE.

It had been said that the Overseas Dominions had come to the aid or rescue of the Mother Country, but he did not like that idea. Probably this great war had done more than all the Colonial Conferences, commissions, and reports ever made to cement the British Empire together, but it should be kept in view carefully that war was not entered into for this purpose. When England went to war the whole Empire went to war. The reason was obvious: every motive that actuated the British Government to go to war in defence of civilization and the rights of smaller States equally affected the whole Empire.

This war was the greatest blunder in history. Even if it ceased in a year there would be millions of the best men of the nations lost, national efficiency for the time impaired, and taxation doubled for the next 40 or 50 years for the interest on war cost and for pensions. Newfoundland was not a large part of the Empire. It had a population of but a quarter of a million, but it was its proud boast to be England's oldest and most loyal Colony. Possibly after the war there would be, not Colonies, but a United Empire for the defence of the whole, though there might not be complete unity in all fiscal questions. That unity in defence was something good that would emerge from this terrible cataclysm of war.

Mr. Bonar Law, acknowledging a similar compliment, said: "I am not going to say on this occasion anything about the help which has come from the great Dominions, but from the West Indies, in addition to their contingents, men have come voluntarily at their own expense, they have joined our regiments, and have taken their part in the fighting; and the same thing is true of every Crown Colony where men of British race are to be found."

It was said that it was the trade of the West Indies more than anything else which enabled Great Britain to win the long-drawn-out struggle with Napoleon. What the West Indies were in the time of the Napoleonic wars, the British as a whole have been keeping up the financial position of this country in the struggle in which we are now engaged. It is not men only, it is the resources of the Overseas Dominions which have helped us, and the knowledge that every production within the Empire which could be used was available, that has proved one of the greatest assets we have had.

EMIGRATION AND UNION.

In my belief, the problem of reconstruction after the war will be a difficult task; it will try severely the character of our people and the capacity of our Government more even than the task which we have had in winning the war. I am not going to speak of problems at home, though I think of them much, but there are two in connection with the Dominions to which I will refer. One is the question of emigration. It is not an easy problem. After this war, with the loss of so much of the most virile of our manhood, it will be the duty of this country to keep at home as many as we can keep; for, after all, the strength of the centre of the Empire is necessary if the Empire is to be strong. That is one side, but there is another. We must give to the men who are fighting our battles the best chance of the widest outlook which is available for them. There will be emigration, and the Government, whatever it is, will be made certain that, whatever emigration does take place, shall be within the British Empire, and shall not lessen the strength of the Empire as a whole, and that whatever emigration there is to be, shall take place under the best conditions for the men who have fought our battles.

Both your chairman and Sir Edward Morris spoke of a larger problem—the one which is facing us all. This war, so far as our Dominions are concerned, is being carried on under conditions which never existed in the world before. It required and does require great good will and good sense on the part of both the Dominions and the authorities at home to enable an arrangement to work by which one set of men should contribute lives and treasure and have no voice as to the way in which those lives and that treasure are expended. That cannot continue. There must be a change. The war has done more, I believe, than many generations in other directions could have done in welding the Empire together. We feel that we are one and it tests chiefly with the men of the Colonies and of the Dominions—for I am sure of this, that here at home the people of this country are ready to accept any system of closer union which the Dominions desire to see adopted—it is chiefly on these that will rest the task of trying to find some method by which in the future the unity which has characterized us in the war will be found to be as durable when peace comes. (Cheers.)

FORTHCOMING EVENTS.

TO-MORROW
11.30 a.m.—China Light and Power Co., Ltd., Meeting of Shareholders.
Friday, 27th Oct.—
12.15 p.m.—Meeting of Licensing Board in Council Chamber.
Monday, 28th Oct.—
Noon—Daily Farm Co., Ltd., Meeting of Shareholders.

IN THE "GREAT PUSH"

GERMAN TREACHERY.

The following letter has been received from a subaltern in France by a relative in which he gives a vivid description of his own experiences and of the part taken by his own unit in the "Great Push."

"We have just finished our 'act' in a part of the so-called 'Great Push,' and, as perhaps you already guess, I am still alive! I will tell you a little about it."

For the last fortnight we have been working day and night in preparation for an offensive of our own, and the 24th was the settled date. I and my two platoons were to be in the fourth line, two companies going over first, then one company, and then mine in reserve to come in for all the shelling and dig communications up to the front line. There was to be a two hours' bombardment. Then the attack was to begin at 3.45 p.m., and at 5.45 we were to go over. At 3 p.m. we were all in our places; all knew exactly their own job, and all waited for the minutes to go by. Quarter to 4 came at last, and our heavies started. Immediately the German lines became a mass of earth, bits of trees being tossed about in the air like the foam on giant waves—in fact, it looked for all the world like a heavy sea, only the waves were of earth. When the last 10 minutes came, intense fire was started. The ground rocked and swayed in the frightful din and force of explosions, and every one was deaf and dazed by the roar.

Finally, after what seemed years of waiting, 5.45 came, and I stood up and watched the two first companies go over, all strolling perfectly in line, all calmly smoking, while the few German survivors ran out like men demented, with hands up, yelling for mercy with the usual cry of "Kamerad, Kamerad!" Then the Hun started to barrage our old front line in which I and my two platoons were crouching. Shells fell all round us. Two or three times I was completely deafened, saw yellow and red get knocked down by the concussion, and still didn't get hit.

My time came, and we went on to do our job of digging, right in the middle of all the shelling. I got the men started and then just waited to get blown to bits. I saw shells falling amongst small groups of men, and sometimes German prisoners; sometimes our men were simply scattering to pieces in the air. Then a curious thing happened. All of a sudden rapid rifle fire and machine-gun fire opened into us, and I gave the order to drop tools, fix bayonets, and get into position to meet an attack or, if necessary, to attack. I thought our front line had been broken, but couldn't be certain what had happened, for everything was smoke and flying earth, with trees falling and being blown skywards.

I gave the order to crawl forward towards the firing, and then I saw that about 30 Germans with a machine-gun had, after surrendering, taken up their arms again, and were firing at us. I felt something burn my neck, but took no notice. We crawled steadily forward and then started throwing bombs. Again I felt something burn my back, and I shot the German who had fired at me. About three minutes after the Germans surrendered to me, and although I was going to order my men to kill them all for their treachery, I thought better of it, got hold of their captain, and got some information out of him in French, and then sent them back under escort.

TWO MIRACULOUS ESCAPES.

Having cleared away the obstacle we got on with our work again, and I had a look to see if I was badly wounded or not. I found that the bullet that had grazed my neck had gone through my collar and shirt, and the one that had grazed my back had cut the buckle of my equipment in half, made a 3-in. hole in my haversack, and destroyed my emergency rations. Both shots had been fired at from 15 to 16 yards range, and so I had nothing less than two miraculous escapes!

We were shelled day and night for two days, but nobody was hit. My platoons had only a very few killed, but amongst these, unfortunately, was my sergeant. The poor Germans had had a time during the bombardment. We were deepening a part of their trench when we came across a man's head, and digging deeper found that he and three others were buried alive standing by one of our mortars. I saw a German soldier tied to his post as sentry so as to ensure his looking out, and of course the poor fellow was half-buried, and then his head blown off by our bombardment. We took about 200 prisoners, and left scores dead, which we afterwards buried.

When we got out we slept as never before. I know I could have slept non-stop for three days and nights. I have heard some most complimentary remarks paid me by the men when they didn't know I was near. Our sergeant was very much afraid I might be shifted to another company to make good their casualties, and he was genuinely pleased when he heard I was to stay in B Company. So I'm awfully pleased, and so is the C.O., who is most proud of the battalion, which has done so excellently. The day after the affair, when he heard of my scratches, he ordered me to the field hospital to get them dressed, and I am now wearing two dressings.

Well, thank God, it's all over, and I never felt so cool and calm as I did that day, though still I can hear in imagination those terrible shells whizzing and crashing in the wood.

THE MILITARY CROSS WON.

The following is from another second lieutenant, who, writing on September 1st, says:

"Since writing we have taken a further active part in the 'Great Push' with considerably more success than we had on July 1st. We went over at night time, 11 p.m., and managed to take the Boche by surprise, and without much difficulty. (Continued at foot of next column.)"

AN AMERICAN AT BRITISH HEADQUARTERS.

THE SOMME OFFENSIVE.

The New York World prints a dispatch from its Special Correspondent, Arno Doeh Flaurot, at British Headquarters on the Somme, describing the new British Army as possessing the universal belief that nothing can stop it from driving the German Army out of France.

"The fresh troops," he writes, "can hardly be held in reserve, but want to push on in emulation of the troops who have already gone before." When I asked about peace they said what every one says in France—

"It will be time enough to talk about peace when the Germans are back in Germany."

"I believe that Britain has enough troops in France to advance on the whole front as much as on the Somme. Von Wiegand said in a dispatch to the World that he had seen the German reserves in France, and was greatly impressed. I have seen the British reserves in France, and whatever those of the Germans may be the British are vastly superior. Von Wiegand also said that the Germans jealously guarded their reserves, and that the British do not. They have so many that they do not care who sees them. They could hardly hide them if they wanted. I saw a small village grown into one of the biggest cities in France all under tents."

"Nothing proves the steadiness of the British gain more than the weariness of the sappers just back from the firing-line, who reorganise the captured German trenches. One of them said to me:—

"The Germans do not stay in their trenches any more. They fight from shell holes in front and behind them. The trenches are so badly blown up that we have to dig them anew."

"Though the new methods of trench fighting are deadlier than the former, the small gains made from day to day by the British are astonishingly inexpensive in lives. Even under a steady drizzle of British troops have been advancing on new German trenches daily without serious loss for two months. The period of the Somme fighting has been one of steady daily gains inexpensively attained. Considering that the British have been steadily on the offensive their losses are not commensurate with the German losses at Verdun."

or many casualties we got three lines of trenches and about 90 prisoners.

On the whole it was great fun and the raiding of dug-outs was most profitable to all of us. All the men got helmets (a Tommy's greatest ambition) and I managed to come to grips with a German Lieutenant.

Before going over I managed to teach all my platoon to say, "Hände hoch!" and it worked admirably, as the Hun was so dazed by a five-minute bombardment of 7.5s and field guns that it was a great relief to him to be taken prisoner.

Needless to say, we had casualties, and those, coupled with the ones of July 1st, have rendered us temporarily "down and out," so we were relieved, and we are having a quiet time here. Five of my platoon got D.C.M.s, and I managed to get a Military Cross.

Things seem to be moving in the direction of *finis* now. I should imagine that Rumania joining in would have a great deal to do with it. When we had the news from the Brigade we immediately had a board named up in German telling them of the new, which they probably already knew. However, I annoyed them and they proceeded to sling all the muck in the district at it, from bombs to sin. However, their snipers got at it and before long it was perforated with bullet holes. However, some of the snipers who hadn't loopholes were a little too eager to get a pot at it and showed themselves a bit too much, with the result that our snipers had some fun.

BOMBS ON RED CROSS AT SALONIKA.

A lady sends The Times the following extract from a letter she has had from her husband, who is an officer of the A.M.C. at Salonika. She says there is no excuse for the Taubes to drop outside the hospital, as on the ground outside it is a huge square painted white with a large Red Cross in the middle—

At 5.15 this morning I heard a whistle and woke wide and then a large explosion looked out and saw spots of earth and smoke 100 yards away. Then the fun began—four or five Hun planes hummed overhead and dropped 18 explosive bombs and six incendiary all over us. Total result—several tents badly mauled, two officers seriously wounded in chest, and one R.A.M.C. orderly compound fracture of leg—it has since been amputated below the knee. Voilà!

We lay down when we heard the whistling and got up between whistles. One sniffer grappled me on the ground and nearly tore my dressing gown off. One behaved with utmost pluck and *sniff* frowd, and we hope to get the Royal Red Cross for her. You need not be alarmed about me, the danger is more apparent than real; but it is no good frightening me. Of course this striking of hospitals should be widely known in England.

Without mentioning names you might get it published if an opportunity occurs. But you may, when you get this, have seen something in the papers. I heard that within an hour the French dropped 80 bombs on their aerodrome. The colonel has now gone up country with some French officers, and I am left in sole charge of the entire show. It amuses me and interests me enormously, but it is hard work.

THE BROKEN SOLDIER.

RESTORING THE DISABLED TO USEFULNESS.

[BY "THE TIMES" SPECIAL CORRESPONDENT.]

Discussions are at present taking place in regard to the future of the disabled soldier. The authorities, the Army Medical Service and the Statutory Committee on Pensions, are considering in what way the difficulties which have arisen may be surmounted. The time is therefore suitable for setting forth some of these difficulties and suggesting lines of action.

The Army authorities have a clear duty to perform. They must make those men who can be cured fit again in the shortest possible time, and they must speedily get rid of those men who, it is certain, will never again be fit for service. Doubtful cases they must keep under observation. The civil authorities (the Statutory Committee of Pensions) have an equally clear duty. They must furnish surgical and medical treatment and training. In other words, they must repeat the Army treatment.

So far as the Army is concerned, the situation is excellent. A number of so-called command depots have been established; there are great camps in which disabled men are re-educated so that they may be made fit again for service. Men are sent to these camps as soon as their condition permits, and thus spend their later convalescence in training for work. Treatment and training indeed go on side by side. The command depots, however, with which the name of Dr. Tait Mackenzie will be associated, are maintained by the War Office, and so are designed only for men whose cases present a reasonable possibility of fitting them again for soldiering. No civilians are admitted to them. When a man is clearly unfit he ought therefore to be discharged from the depot at once, but in point of fact common sense has to some extent mitigated this rule, and sometimes men who obviously require treatment badly are kept in the Army.

At present, the Army employs a vast staff of surgeons and doctors possessed of special knowledge. So large is that staff, and so representative of the best in professional material, that at the present time it would be impossible to duplicate it. Nor is there any necessity to do this. If the sick or disabled man, who is treated to remake him as a soldier, were still kept in the Army after it became clear that his fighting days were ended, and treated to remake him as a worker in civil life, the present staff could undertake both duties.

Further, when a man is discharged he is often but half-cured. From the Army point of view this is regrettable but unavoidable. From the national point of view it is calamitous, unless there be civil machinery ready to take him over instantly.

Without an adequate medical staff of specialists this civilian machinery is impossible, and without powers to insist that a man shall continue his treatment the civilian machinery must break down. The Army, alone, has both the staff of specialists and the necessary powers of discipline. The Army, therefore, must play the leading part in the work for the disabled. In at least one command depot (Tipperary) trades are being taught at present to men who have lost their power to carry on their former occupations, and who are about to be discharged. These men receive skilled medical attention, massage, baths or other exercise, and at the same time devote themselves to learning a useful employment. Treatment and restoration to earning capacity go on side by side. This is a system capable of vast expansion.

If the Civil and Army authorities would combine their efforts the difficulty would be to a great extent overcome, and a considerable economy of time, means, and money would be effected. Each hospital might be instructed to pick out the doubtful cases, and the cases in which return to Army life was clearly impossible and to send them to large camps of command depots at the earliest possible moment. At the depots the men destined for discharge but still in the Army would be kept under treatment while they learned to adjust themselves to their new conditions. They would, if necessary, be allowed to select new occupations and instructed in them. Only when treatment had accomplished all that was possible and the disabled man had learned to discount his disability to the fullest possible extent would discharge take place and the essential discipline be relaxed. In this way a useful citizen would return to civil life. That has been done for the blind can be done for the halt and the maimed, and for those who are sick at heart and despondent. The Army Medical Service has a second great opportunity; it may be hoped and expected that the confidence which Sir Alfred Keogh's administration has inspired in all minds will receive a new justification.

VISIT OF BRITISH FLEET TO LISBON.

Some units of the British Fleet recently visited Lisbon and were very cordially received by the President and Ministers and high naval and military officials, as well as by the public generally.

On this occasion a guard of honour from the British flagships paraded before the Palace and gave cheers for the President, after which they marched through the town and re-embarked for their ships.

The Minister of Foreign Affairs gave a banquet to the officers of the Fleet, large numbers of men were entertained at the theatre, and a picnic to Cintra was organized, to which both officers and men were invited, special trains, motor-cars, &c., being provided. Dense crowds at Cascaes, Lisbon, and Cintra greeted the parties from the ships with the utmost warmth.

The Admiral-in-Command reported that the British were given everywhere a most cordial reception and the blue-jackets appeared to fraternize extremely well with the Portuguese. In every way the visit was a success and gave the Portuguese an opportunity of which they were glad to express their feelings of friendliness towards the British.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJITABOEM...	SHANGHAI	2nd Nov.	4th Nov.	JAVA
TJILIWONG...	KOBE	3rd Nov.	6th Nov.	JAVA & MAKASSER
TJIBODAS...	JAVA & MACASSAR	13th Nov.	17th Nov.	KOBE
TJIKINI...	JAVA	11th Nov.	14th Nov.	SHANGHAI

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

JAVA-PACIFIC LINE
OF THE
JAVA-CHINA-JAPAN LIJN.

MONTHLY SERVICE BETWEEN

NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO.

Next Sailings for SAN FRANCISCO via NAGASAKI.
Subject to Change Without Notice.

S.S. "KARIMOEN"	...	...	11th November.
S.S. "TJIKEMBANG"	...	...	12th December.
S.S. "ARAKAN"	...	...	1917
S.S. "TJISONDARI"	...	...	11th January.
	...	...	11th February.

The Steamers have accommodation for a limited number of Saloon Passengers and carry a duly qualified surgeon.
Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.
For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

MANAGING AGENTS.

[84]

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI AND HONOLULU.

NOV. 15 - JAN. 27, 1917.

AN UNRIVALLED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. BITTER, Freight and Passenger Agent,
Princes Buildings, 100, Horse Street.

[85]

THOS. COOK & SON.

TOURIST, STRAIGHT AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED TO ALL PARTS OF THE WORLD at Tariff Rates.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED AND CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing Billings and Fares from the Far East to all parts of the World will be forwarded free on application.
Telegraphic address "COUPON."
Telephone No. 524.

THOS. COOK & SON,

16, Des Voeux Road, HONGKONG.

also SHANGHAI, PEKING, YOKOHAMA, MANILA.

Chief Office—LUDGATE CIRCUS, LONDON, E.C.

723

SHIPS
ENGINES
BOILERS
MOTORS.

TAIKOO DOCK

Shipsbuilders
Boilers, Repairs,
Electrical, Mechanical
and Marine Engineers

Clearing Dock
With berth by side
Pilotage up to 100 tons
Electric Cranes lifting up to 100 tons

Agents for John I. Thornycroft & Co. Limited,
Representative in all present in
Hongkong and may be seen
by appointment

The Taisoo Dockyard and Engineering Co., of Hongkong,
122, Battersea Road, Kowloon.
China and Japan Agents.
Address: "TAIKOO DOCK."
Telephone 711

SHIPPING

ARRIVALS.

COLOMBO MARU, Japanese str., 2,981, H. Nomura, 19th October—Moj: 7th Oct., General—Nippon Yusen Kaisha.
FUSHIMI MARU, Japanese str., 6,672, T. Iwasawa, 19th October—Shanghai 16th October, General—Nippon Yusen Kaisha.
NOVARA, British str., 4,250, H. R. Hetherington, B.N.R., 19th October—Yokohama 8th October, General—P. & O. S.N. Co.
TENSHO MARU, Japanese str., 2,008, S. Tanaka, 18th October—Moj: 14th October, General—Order.

CLEARANCES.

IN THE MARSHALL MASTER'S OFFICE, October 19th.
NOVARA, British str., for Singapore.
SUVEHIO MARU, Jap. str., for Keelung.

DEPARTURES.

OCTOBER 19th.
ALBANA, British str., for Canton.
CHOYANG, British str., for Canton.
FUSHIMI MARU, Jap. str., for Singapore.
GLENOLLE, British str., for Amoy.
HONGKONG, British str., for Tientsin.
HUPEN, British str., for Swatow.
NIPPON MARU, Jap. str., for Manila.
SHANTUNG, British str., for Shanghai.

PASSENGERS.

Per Novara, from Shanghai, for Hongkong, Mr. Y. N. Zone, Mrs. V. G. Gerin and native servant, Mr. O. E. Anton, Mr. R. Moon, Mr. O. Nordquist, and Mr. C. S. Speyer.
Per Fushimi Maru, from Japan, etc., for Hongkong, Mrs. A. Alves and child, Mr. H. Anderson, Mrs. L. Ocon, Mr. J. G. Dick, Mr. and Mrs. Gustafson, Mr. R. J. Howard, Mr. U. Inoue, Miss C. Jones, Mr. K. Karuhara, Mr. F. B. Kavanara, Mr. and Mrs. Kline, Mr. A. W. Miller, Mr. C. F. Minnett, Mr. T. Miwa, Mr. S. Okazaki, Mr. K. S. Pavri, Mrs. C. Sato, Mr. C. W. Schefelder, Mrs. H. Speckman, Mr. and Mrs. Tanaka and infant, Mr. S. Tsutsumi, Miss I. M. Klungenberger, Mr. T. Naka sawa, Mr. M. F. Pinna, Mr. and Mrs. Wood.

VESSELS EXPECTED.

CANADIAN MAIL.

The str. Empress of Asia left Yokohama on the 12th instant.
The str. Empress of Russia arrived at Kobe on the 17th instant, at 4 p.m., left Kobe on the 18th instant, at 6 a.m.

AMERICAN MAIL.

The str. China left San Francisco on the 10th instant, and may be expected to arrive in Hongkong on or about the 8th November.

MERCHANT STEAMERS.

The str. Karanga is expected here from New York on the 23rd instant.
The str. Gregory is expected from Calcutta left Singapore on the 14th instant, and may be expected here on or about the 25th instant.

WEATHER REPORT.

On the 19th at 10.58—Pressure has increased slightly over N. Japan, and decreased slightly over S.W. Japan and the Loochoos. It is nearly stationary elsewhere.

A belt of high pressure is still shown from N.E. China to the east of Japan.

Hongkong rainfall for 24 hours ending at 10 a.m. 10-day, 0.00 inch. Total since 1st January, 1915, 11.35 inches, against an average of 79.55 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Distance	Forecast
Hongkong to Gap Rock	N.E. winds, fresh; fine.
Formosa Channel	N.E. winds, strong.
South Coast of China between the same as Hongkong and Lamoo	No. 1.
South Coast of China between the same as Hongkong and Hainan	No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 19th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 1 p.m.
Barometer	29.81	29.85	29.93
Temperature	83	76	88
Humidity	45	43	47
Wind Direction	North	North	North
Force	3	4	3
Weather	—	—	—
Rain	—	—	—

Highest open-air Temperature on 19th, 83
Lowest open-air Temperature on 19th, 74

HONGKONG TIDE TABLE.

From 19th to 25th October, 1916.

Days of Week	HIGH WATER			LOW WATER		
	Day	Time	Height	Day	Time	Height
Thurs. 20	10	5	11.1	11	11	2.6
Fri. 21	11	4	11.2	12	7	2.5
Satur. 22	12	5	11.3	1	17	2.4
Sun. 23	1	6	11.4	2	4	2.3
Mon. 24	2	7	11.5	3	15	2.2
Tues. 25	3	8	11.6	4	2	2.1
Wed. 26	4	9	11.7	5	24	2.0

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Kowloon.

3. From Kowloon to the Naval Yard.

4. From Naval Yard to West Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SINGAPORE, MALACCA, PENANG, & SINGAPORE & BOMBAY VIA USUAL PORTS OF CALL	FUSHIMI MARU	Jap. str.	21st Oct.	Irisawa	NIPPON YUSEN KAISHA	Today, at Noon.
LONDON VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	21st Oct.	H.R. Hetherington	P. & O. S. N. Co.	Today, at Noon.
GENOA & LONDON	KARANGA	Brit. str.	21st Oct.	Kotake	THE BANK LINE, LIMITED	On 25th inst.
MARSHALLS VIA PORTS	NOR	Brit. str.	21st Oct.	D. Aubrey	P. & O. S. N. Co.	On 2nd Nov., at Noon.
VIETORIA & TACOMA VIA MANILA	GLIFFER	Brit. str.	21st Oct.	J. McGregor	SEAWAY, TONKS & CO.	On 2nd half of Dec.
VICTORIA, B.C., & SHATTLE VIA SHANGHAI	JOHNSON	Brit. str.	21st Oct.	D. A. Gardiner	SEAWAY, TONKS & CO.	On 30th Nov.
MEXICAN, PERUVIAN & CHILEAN PORTS VIA JAPAN	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	K. Hori	OSAKA SHOSHU KAISHA	On 24th inst., at 3 p.m.
BOSTON & NEW YORK VIA PANAMA CANAL	NIPPON YUSEN KAISHA	Jap. str.	21st Oct.	T. Kanno	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
BOSTON AND NEW YORK	THE BANK LINE, LIMITED	Brit. str.	21st Oct.	T. Kanno	THE BANK LINE, LIMITED	On 9th Nov., at Noon.
NEW YORK VIA SHANTUNG, SAN FRANCISCO, & SAN FRANCISCO VIA SHANTUNG & JAPAN	DODWELL & CO., LTD.	Brit. str.	21st Oct.	T. Kanno	DODWELL & CO., LTD.	To-morrow.
SAN FRANCISCO VIA SHANTUNG & HONOLULU	NIPPON YUSEN KAISHA	Jap. str.	21st Oct.	T. Kanno	NIPPON YUSEN KAISHA	On 10th Nov.
SAN FRANCISCO VIA MANILA, JAPAN, & SAN FRANCISCO	YOKO KAIYU KAISHA	Jap. str.	21st Oct.	T. Kanno	YOKO KAIYU KAISHA	On 23rd inst., at 4 p.m.
VANCOUVER VIA SHANGHAI, JAPAN & VANCOUVER VIA SHANGHAI, JAPAN & VANCOUVER VIA SHANGHAI, JAPAN & VANCOUVER VIA SHANGHAI, JAPAN	JAVA-CHINA JAPAN LINE	Jap. str.	21st Oct.	T. Kanno	JAVA-CHINA JAPAN LINE	On 1st Nov., at Noon.
AUSTRALIAN PORTS	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 11th Nov.
SYDNEY, MELBOURNE AND ADELAIDE	JARDINE, MATHESON & CO., LTD.	Brit. str.	21st Oct.	T. Kanno	JARDINE, MATHESON & CO., LTD.	On 15th Nov.
NAGASAKI, KOBE & YOKOHAMA	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 20th Nov., at 10.30 a.m.
VLADIVOSTOK	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	Early in Nov.
SHANGHAI	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 2nd Nov.
SHANGHAI, KOBE & YOKOHAMA	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 7th Nov.
SHANGHAI, KOBE & MOJI	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 14th Nov.
SHANGHAI	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 21st Nov.
SHANGHAI, MOJI & KOBE	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 28th Nov.
SHANGHAI, MOJI & YOKOHAMA	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 5th Dec.
SHANGHAI, MOJI & KOBE	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 12th Dec.
SHANGHAI	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 19th Dec.
AMOI & TAKAO VIA SWATOW & AMOI	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 26th Dec.
AMOI & TAKAO VIA SWATOW & AMOI	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 2nd Jan.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 9th Jan.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 16th Jan.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 23rd Jan.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 30th Jan.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 6th Feb.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 13th Feb.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 20th Feb.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 27th Feb.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 6th Nov.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 14th Nov.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 22nd Nov.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 30th Nov.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 8th Dec.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 16th Dec.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 24th Dec.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 31st Dec.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 7th Jan.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 14th Jan.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 21st Jan.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 28th Jan.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 4th Feb.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 11th Feb.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 18th Feb.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 25th Feb.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 3rd Mar.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 10th Mar.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 17th Mar.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 24th Mar.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 31st Mar.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 7th Apr.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 14th Apr.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 21st Apr.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 28th Apr.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 5th May.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 12th May.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 19th May.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 26th May.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 2nd Jun.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 9th Jun.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 16th Jun.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 23rd Jun.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 30th Jun.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 7th Jul.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 14th Jul.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 21st Jul.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 28th Jul.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 4th Aug.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 11th Aug.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 18th Aug.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 25th Aug.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 1st Sep.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 8th Sep.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 15th Sep.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 22nd Sep.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 29th Sep.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 6th Oct.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 13th Oct.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 20th Oct.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 27th Oct.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 3rd Nov.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 10th Nov.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 17th Nov.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 24th Nov.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 1st Dec.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 8th Dec.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 15th Dec.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 22nd Dec.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 29th Dec.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 5th Jan.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 12th Jan.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 19th Jan.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 26th Jan.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 2nd Feb.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 9th Feb.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 16th Feb.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 23rd Feb.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 3rd Mar.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 10th Mar.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 17th Mar.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 24th Mar.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 31st Mar.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 7th Apr.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 14th Apr.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 21st Apr.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 28th Apr.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 5th May.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 12th May.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 19th May.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 26th May.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 2nd Jun.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 9th Jun.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 16th Jun.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 23rd Jun.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 30th Jun.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 7th Jul.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 14th Jul.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 21st Jul.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 28th Jul.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 4th Aug.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 11th Aug.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 18th Aug.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 25th Aug.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 1st Sep.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 8th Sep.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 15th Sep.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 22nd Sep.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 29th Sep.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 6th Oct.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 13th Oct.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 20th Oct.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 27th Oct.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 3rd Nov.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 10th Nov.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 17th Nov.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 24th Nov.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 1st Dec.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 8th Dec.
SWATOW, AMOI & FOCHOW	OSAKA SHOSHU KAISHA	Jap. str.	21st Oct.	T. Kanno	OSAKA SHOSHU KAISHA	On 15th Dec.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong Proposed Sailing Connecting with From Colombo

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

From Hongkong S.S. "SALAMIS" ... 30th November.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BURNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

From Hongkong S.S. "KARONGA" ... On 25th Oct.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice. For rates of freight and further information apply to—

THE BANK LINE LTD.

or to ERNE & Co., Canton.

GENERAL AGENTS

10a

C. N. C. CHINA NAVIGATION CO., LTD.**SAILINGS SUBJECT TO ALTERATION**

FOR	STEAMERS	TO SAIL
AMOI & SHANGHAI	"TAMU" ...	On 20th Oct. D'light
SHANGHAI & ILOILO	"TAMU" ...	On 20th Oct. 4 p.m.
SHANGHAI & ILOILO	"YINGHONG" ...	On 22nd Oct. D'light
MANILA, CEBU and ILOILO	"TEAN" ...	On 24th Oct. 4 p.m.
SHANGHAI	"CHENAN" ...	On 24th Oct. 4 p.m.

DIRECT SAILINGS TOWARD RIVER, Twice Weekly.

MANILA LINE—TWIN SCREW STEAMERS "CHINHA," "TAMU" and "TEAN." Excellent Saloon accommodation. Amplest of Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMU" and "TEAN." SHANGHAI LINE—PASSENGERS, MALES and CARGO. S.S. "ANNU," "CHENAN," "LUCHOW," "YINGHONG," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung. For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR**SWATOW, AMOI AND FOCHOW AND RETURN.**

Connecting at 9 to 10 Days

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Farnham	FRIDAY, 20th Oct., at 11 A.M.
"HAICHONG"	Capt. J. W. Evans	WEDNESDAY, 25th Oct., at 11 A.M.
"HAITAN"	Capt. J. S. Thomson	FRIDAY, 27th Oct., at 11 A.M.

Arrivals and Departures from the Company's Wharf (near Bluff Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,

GENERAL MANAGERS

BRITISH INDIA S. N. CO., LTD.**APCAR LINE.**

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "GREGORY APCAR" 4,000 tons, Capt. ... will be despatched for SHANGHAI, KORE and MOJI on 23rd October.

WESTWARD

S.S. "JAPAN" 6,015 tons, Capt. G. P. Selden, will be despatched for SINGAPORE, PENANG, BANGKOK and CALCUTTA on 30th October.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to—

DAVID SASSOON & CO., LTD.,

AGENTS

P. & O. S. N. CO.

ROYAL MAIL SERVICE
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO
MARSEILLES AND LONDON.
TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to	Leave Hongkong Noon	Connecting Mail Str. from Colombo	Due at Marseilles 1916	Due at London 1916
NOVARA	Oct. 30	MORRA	Nov. 19	Nov. 26
NORIN	Nov. 3	Through Steamer	Dec. 6	Dec. 17
NYANZA	Nov. 17	MONGOLIA	Dec. 17	Dec. 24
MALTA	Dec. 1	MALWA	Dec. 31	Jan. 7
NANKIN	Dec. 15	Through Steamer	Jan. 17	Jan. 23
NOVARA	Dec. 23	Through Steamer	Jan. 31	Feb. 11
SOMALI	Jan. 12	KASHGAR	Feb. 12	Feb. 19
NYANZA	Jan. 26	Through Steamer	Feb. 23	Mar. 11
NAMUR	Feb. 9	ARABIA	Mar. 11	Mar. 18

* Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

On the Australian route Tickets interchangeable with Orient Line

SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	LEAVE HONGKONG ABOUT
NYANZA	FRIDAY, 27th October.
MALTA	WEDNESDAY, 18th November.
NANKIN	SUNDAY, 19th November.
NOVARA	SATURDAY, 2nd December.
SOMALI	SUNDAY, 17th December.
NYANZA	SUNDAY, 31st December.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS
(Non-Transshipment).
IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.
CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong about	Leave Suez about	Due at Marseilles if no stop about	Due at London about
The Intermediate	Series is	Temporarily	Suspended.	

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Oceans are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Passage Tickets interchangeable with the British India Co. Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months. Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to **E. V. D. PARE,** Acting Superintendent.

NIPPON YUSEN KAISHA. THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DEPARTURE	TONS / SAILING DATE
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	FUSHIMI MARU (FRIDAY, 20th Oct. at Noon) Capt. Iizawa 11,000	
VICTORIA, B.O. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	HIRANO MARU (THURSDAY, 2nd Nov. at Noon) Capt. H. Fraser 16,000	
SYDNEY and MELBOURNE via MANILA, BANGKOK, THURSDAY ISLAND, TOWNVILLE, and REEBANK	KAMAKURA MARU (TUESDAY, 21st Oct. at Noon) Capt. Kawajima 12,500	
YOKKAICHI, and YOKOHAMA	YOKOHAMA MARU (WEDNESDAY, 22nd Nov. at Noon) Capt. Tazaki 12,500	
SYDNEY and MELBOURNE via MANILA, BANGKOK, THURSDAY ISLAND, TOWNVILLE, and REEBANK	HEISHIN MARU (MONDAY, 6th Nov. at Noon) Capt. ... 6,000	
CALCUTTA via SINGAPORE, PENANG, and BANGKOK	AKI MARU (TUESDAY, 14th Nov. at 11 A.M.) Capt. Yoshikawa 13,500	
BOMBAY via SINGAPORE, MALACCA and COLOMBO	COLOMBO MARU (FRIDAY, 20th Oct. at Noon) Capt. Nomura 10,000	
SHANGHAI, MOJI and KOBE	BOMBAY MARU (WEDNESDAY, 25th Oct. at Noon) Capt. Shinohara 6,000	
SHANGHAI, MOJI and KOBE	BANGKOK MARU (FRIDAY, 30th Oct. at Noon) Capt. Kobayashi 6,000	
SHANGHAI and KOBE	CEYLON MARU (MONDAY, 30th Oct. at Noon) Capt. Tazaki 10,000	
NAGASAKI, KORE and YOKOHAMA	TANGO MARU (SATURDAY, 11th Nov. at 10 A.M.) Capt. Soyeda 13,500	
SHANGHAI, KORE and YOKOHAMA	KAMO MARU (FRIDAY, 27th Oct. at 10 A.M.) Capt. Shimidzu 16,000	

† Calling Brisbane, Sydney and Melbourne only.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL. (CARGO ONLY).

NEW YORK via SHANGHAI, MOJI, YOKKAICHI, YOKOHAMA, SAN FRANCISCO, PANAMA and COLON	TSUYAMA MARU (MONDAY, 2nd Oct. at 4 P.M.) Capt. ... 14,000
	KANAGAWA MARU (MONDAY, 11th Nov. at Noon) Capt. ... 15,000

For Further Information apply to—

NIPPON YUSEN KAISHA,

R. MOHL, Manager.

Telephone Nos. 221 and 222

TOYO KISEN KAISHA. SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
SHINYO MARU	32,000—31 knots	WED., 1st Nov., Noon.
SEIYO MARU	14,000—13 knots	THURS., 8th Nov., Noon.
PERIA MARU	9,000—14 knots	SATUR., 20th Nov., 10.30 A.M.
KOREA MARU	18,000—18 knots	FRI., 29th Nov., Noon.
SIBERIA MARU	18,000—18 knots	WED., 13th Dec., Noon.
TENYO MARU	32,000—31 knots	TUES., 19th Dec., Noon.

† Via MANILA, Omitting Shanghai.

* Cargo only.

† Proceeding to South American Ports
‡ Omitting Manila, and Shanghai.

FIRST CLASS TO LONDON G\$348 (£71.10s.) RETURN G\$609 (£122).
SAN FRANCISCO G\$250. ... G\$437.50.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO. SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc. ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway. Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SAN JUAN CRUZ, BALBOA, CALLAO, ARIKA, IQUIQUE, and VALPARAISO.

TRANS-ANDREAN ROUTE TO BUENOS AIRES.
Steamer SEIYO MARU ... 14,000—18 knots ... THURSDAY, 9th Nov.

For Full Particulars as to Passage and Freight, apply to—
T. DAIGO, AGENT,
King's Building. (21)

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.
FOURTEENTHLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

For SHANGHAI, KOBE and YOKOHAMA	STEAMERS	To SAIL
YOKOHAMA	ATLANTIQUE	On or about 23rd Oct.
MARSEILLES via HAIPHONG, TOURANE and SAIGON (Without Transshipment)	CORDILLERE	On or about 23rd Oct.
	MAGELLAN	On or about 6th Nov.

Subject to immediate alteration without notice.
ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.
For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

O. S. K. OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.
FOR VICTORIA, SEATTLE AND TACOMA.
Via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA
"CHICAGO MARU" ... Some Kawa ... TUESDAY, 24th Oct. at 5 P.M.
† Omitting Shanghai and Nagasaki. * Omitting Manila, Shanghai and Moji.

AUSTRALIAN LINE.
FOR SYDNEY, MELBOURNE AND ADELAIDE.
"NANKING MARU" ... FRIDAY, 27th October.

BOMBAY LINE.
FOR BOMBAY, via SINGAPORE, PORT SWETTENHAM, AND COLOMBO.
"INDO MARU" ... FRIDAY, 27th Oct. at Noon.

JAVA-LINE.
FOR MANILA, SANDAKAN, MACASSAR, SOERABAYA, SAMARANG, AND BATAVIA.
"ANNAN MARU" ... MONDAY, 30th October.
"SHIBUYO MARU" ... FRIDAY, 3rd Nov. at Noon.
† Calling Sourabaya, Semarang and Batavia only.

FORMOSAN LINE.
FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOI.
"KAIJO MARU" ... SUNDAY, 22nd Oct. at 10 A.M.
"BORSHU MARU" ... WEDNESDAY, 25th Oct. at 8 A.M.
† Proceeding to Tamsui, Keelung via Swatow and Amoi.
† Proceeding to Anping, Takao and Tamsui.
These Formosan Lines will arrive at and depart from the Soon Yip Wharf, near the Harbour Office.
For FURTHER INFORMATION, apply to—
H. YAMAUCHI, Manager,
No. 1, Queen's Building.

TEL. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

STEAMERS	Arrive Hongkong from AUSTRALIA	Leave Hongkong for AUSTRALIA
ST. ALBANS	21st Oct.	On 19th Nov. 11 A.M.

All Steamers fitted with wireless telegraph.
The above Steamers are fitted with Refrigerating Machinery, carrying a plentiful supply of Ice, Fresh Provisions, etc., and are fitted throughout with every modern convenience for the comfort and convenience of passengers.
For further particulars, apply to—
GIBB, LIVINGSTON & CO.,
AGENTS

